THE LITERARY DIGEST

PUBLIC OPINION (New York) combined with THE LITERARY DIGEST

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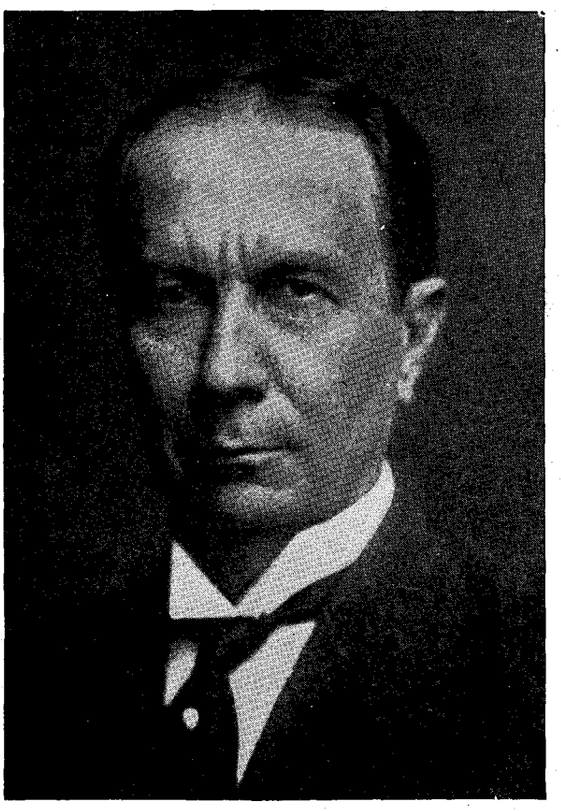
TOPICS OF THE DAY

A SMASHING BLOW AT RAILROAD MERGERS

THE HAPPY RESULTS of the Supreme Court decision in the Harriman merger case call out optimistic comments practically all along the line. While Mr. Harriman's great railroad combination receives a decree of dissolution, it seems probable that the central feature of his dream, an outlet to the Pacific Coast at San Francisco, will not be sacrificed. Moreover, while the Anti-trust Law is again vindicated in a crucial test, it is predicted that nobody will suffer any serious loss. When, some eighteen months ago, a lower Federal court found the Harriman merger legal on the ground that the amount of competition between the Union Pacific and the Southern Pacific was so slight that its suppression did not constitute restraint of trade within the meaning of the Sherman Law, Judge Hook in a dissenting opinion declared that this decision "so greatly narrowed the act of Congress that very little is left of it, when applied to railroads." Those who shared Judge Hook's misgivings are now rejoicing over the unanimous reversal of the Circuit Court's decision by the Supreme Court of the United States. "Loosed be the tie that binds," paraphrases one paragrapher, now seems likely to be the order of the day in railroad combinations.



THE PRESIDENT OF THE HARRIMAN SYSTEM.

Judge Robert S. Lovett has now on his hands, as the result of a Supreme Court decision, the problem of dissolving the railroad combination which Edward H. Harriman built up.

This latest Supreme Court essay at "unscrambling eggs" is described by the Washington correspondents as the most important railroad judgment rendered since the Northern Securities case. The decision gives the Union Pacific ninety days in which to devise a workable plan for getting rid of its Southern Pacific stock, thereby surrendering its domination of a great system which operates by rail and water half way round the world from New York to China. This domination was established as far back as 1901, when Edward H. Harriman bought for the Union Pacific the Huntington and Hawley interests in the Southern Pacific. The Government suit against this merger, which has at last resulted in a dissolution decree, was filed nearly five years ago.

The Supreme Court finds—

"that prior to the stock purchase the Union Pacific and Southern Pacific were competing systems of railroads engaged in interstate commerce, and acted independently as to a large amount of such carrying trade, and that since the acquisition of the stock in question the dominating power of the Union Pacific has eliminated competition between these two systems, and that such domination makes the combination one in restraint of trade within the meaning of the first section of the act of Congress of July 2, 1890, and the transaction an attempt to monopolize interstate trade within the provisions of the second section of the act."

The Court remarks that "while the law may not be able to enforce competition, it can reach combinations which render competition impracticable." It points out that the fact of the purchase of a controlling stock interest being "legal in the State where made and within corporate powers conferred by State authority" constitutes no defense if it "contravenes the provisions of the Antitrust Act." Admitting that the Union

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Pacific owns only 46 per cent. of the Southern Pacific stock, it points out that the ownership of less than a legal majority of the stock of a competing line may give control of that line. On this point it says:

"It may be true that in small corporations the holding of less than a majority of the stock would not amount to control, but the testimony in this case is ample to show that, distributed as the stock is among many stockholders, a compact, united ownership of 46 per cent. is ample to control the operations of the corporation."

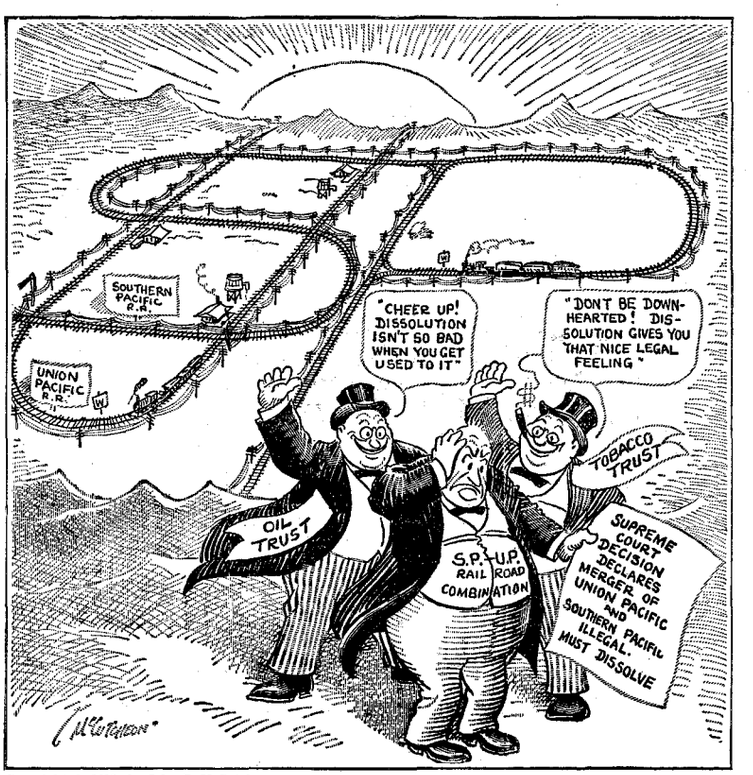
Such control is illegal, declares the court, even when not actually used to the public's detriment, because:

"It directly tends to less activity in furnishing the public with prompt and efficient service in carrying and handling freight and in carrying passengers, and in attention to and prompt adjustment of the demands of patrons for losses, and in these respects puts interstate commerce under restraint. Nor does it make any difference that rates for the time being may not be raised and much money be spent in improvements after the combination is effected. It is the scope of such combinations and their power to suppress or stifle competition or create monopoly which determines the applicability of the act."

As to the remedy for the illegal conditions it discovers, the court says:

"In our opinion the decree should provide an injunction against the right to vote this stock while in the ownership or control of the Union Pacific Company, or any corporation owned by it, or while held by any corporation or person for the Union Pacific Company, and forbid any transfer or disposition thereof in such wise as to continue its control, and should provide an injunction against the payment of dividends upon such stock while thus held, except to a receiver to be appointed by the court who shall collect and hold such dividends until disposed of by the decree of the court. . . . . .

"Any plan or plans shall be presented to the court within three months from the receipt of the mandate of the court, failing which, or upon the rejection by the court of plans submitted within such time, the court shall proceed by receivership and sale, if necessary, to dispose of such stock in such wise as to dissolve such unlawful combination."


SOUTHERN PACIFIC R.R.
UNION PACIFIC R.R.
"CHEER UP! DISSOLUTION ISN'T SO BAD WHEN YOU GET USED TO IT"
"DON'T BE DOWN-HEARTED! DISSOLUTION GIVES YOU THAT NICE LEGAL FEELING"
OIL TRUST
TOBACCO TRUST
S.P.-U.P. RAIL ROAD COMBINATION
SUPREME COURT DECISION DECLARES MERGER OF UNION PACIFIC AND SOUTHERN PACIFIC ILLEGAL. MUST DISSOLVE
McCutcheon

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U. P. AND S. P. RAILROADS TO BE UNSCRAMBLED.
—McCutcheon in the Chicago *Tribune*.

The Supreme Court, however, does not forbid the retention by the Union Pacific of the old Central Pacific line between Ogden and San Francisco, which gives the Harriman system an outlet to the coast. The Central Pacific belonged to the Southern Pacific at the time of the merger, and it has been said that the acquisition of this line was Mr. Harriman's real object in getting control of the Southern Pacific. Hence we read in an Omaha dispatch that a counsel for the Union Pacific regards the Supreme Court decision as a "Harriman victory." He says that "the original intention of the Union Pacific was for control of a direct and through line to the Pacific coast rather than for control of the Southern Pacific," and that "Mr. Harriman was compelled to take over the Southern Pacific system to get a continuous line to the coast, tho the railroad builder's dream was for a direct route, such as is permitted in the court's ruling on the Central Pacific." On this crucial point the decision reads in part:

"It may be conceded, as is undoubtedly the fact, that the connection at Ogden was a valuable one, the one practically and largely, if not exclusively, used in the transportation of freight to and from the State of California, but this case is not to be decided upon the theory that only so much of the Southern Pacific system as operates between Ogden and San Francisco has been acquired.

"Conceding for this purpose that it might have been legitimate, had it been practicable, to acquire the California connection at Ogden over the old Central Pacific line, we must consider what was in fact done, and that was the purchase of the controlling interest in the entire Southern Pacific system, consisting of ocean and river lines with a mileage of about 3,500 miles and railroad lines aggregating over 8,000 miles, together forming a transportation system from New York and other Atlantic ports to San Francisco and Portland and other Pacific coast points, with various branches and connections, besides a steamship line from San Francisco to Panama and from San Francisco to the Orient and a half interest in another line between the two latter points.

"The purchase may be judged by what is in fact accomplished and the natural and probable consequences of that which was done. Because it would have been lawful to gain by purchase or otherwise an entrance into California over the old Central Pacific, does not render it legal to acquire the entire system, largely engaged in interstate commerce in competition with the purchasing road. . . .

"As to the suggestion made at the oral argument by the Attorney-General, in response to a query from the court, as to the nature of the decree, that one might be entered which, while destroying the unlawful combination in so far as the Union Pacific secured control of the competing line of road extending from New Orleans and Galveston to San Francisco and Portland, would permit the Union Pacific to retain the Central Pacific connection from Ogden to San Francisco and thereby control that line to the coast, thus effecting such a continuity of the Union Pacific and Central Pacific from the Missouri River to San Francisco as was contemplated by the acts of Congress under which they were constructed, it should be said that nothing herein shall be considered as preventing the Government or any party in interest, if so desiring, from presenting to the court a plan for accomplishing this result, or as preventing the court from adopting and giving effect to any such plan so presented."

"Instead of demolishing Harriman's plans, wholesale," remarks *The Wall Street Journal* (Fin.), "the court has taken pains to point a way to accomplish permanently Harriman's first and always controlling motive in buying up the Southern Pacific." In brief, "the court carefully preserves what is economically sound and unquestionably legal in Harriman's plans, while sweeping away an unnecessary superstructure of control which the financier's expanding ambition persuaded him to erect."

Even if the Southern Pacific loses "its former enormous strategical advantage" due to the possession of the Central Pacific, remarks the same authority, it will not suffer,

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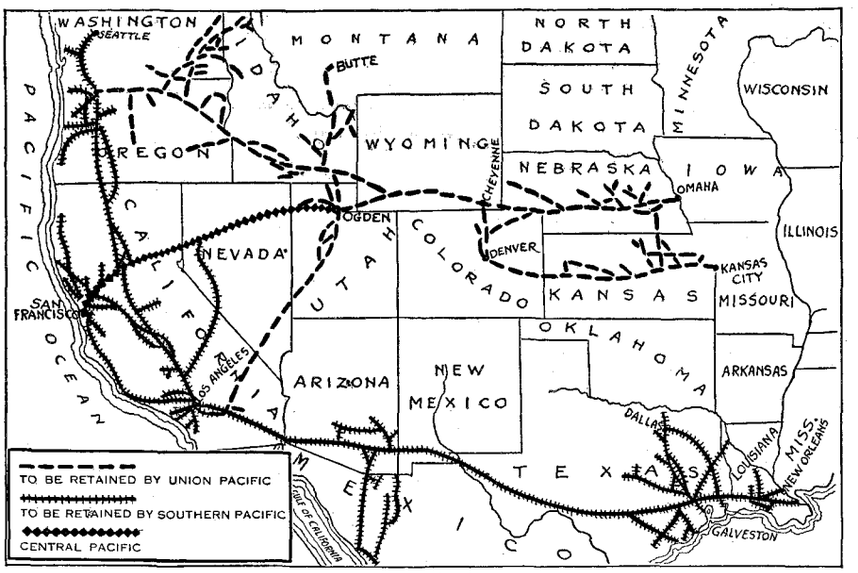

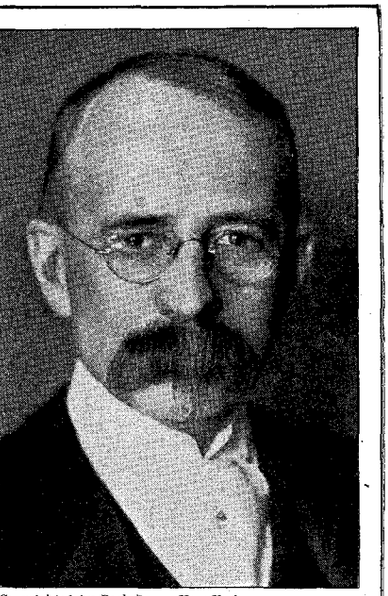

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HIS DREAM IS REALIZED, THO HIS MERGER IS DISSOLVED.

It is generally believed that E. H. Harriman's main motive in acquiring control of the great Southern Pacific system was to give his Union Pacific a direct rail route from Ogden to San Francisco over the old Central Pacific line. The Supreme Court, while divorcing the Southern Pacific and Union Pacific systems, does not go so far as to deprive the latter of its vital Ogden-to-San-Francisco outlet.

because "development of the Southern Pacific has been so wonderful, thanks to the far-sighted policy of E. H. Harriman, that it need care little about strategical advantages to-day." Indeed, the New York *Journal of Commerce* (Com.) can see "no reason why the Union Pacific and Southern Pacific should not succeed better apart than tied together, if both are under competent management," since "such competition as exists will be stimulating rather than otherwise." The New York *Sun* (Ind.) thinks that the stockholders will not suffer by this dissolution any more than did the stockholders in the Standard Oil and Tobacco cases.

To the New York *Globe* (Prog.), however, there is little comfort in this fact, since it means that the general public is neither better nor worse off than it was before the decision. Says this paper:

"The Supreme Court, as a court is likely to do, looks to form rather than to substance. Public opinion, as public opinion is likely to do, looks to substance rather than to form. Hence the confusion when epochal decisions seemingly change nothing at all, and hence the conclusion is being more and more arrived at that these judicial outgivings, most of them having no relation to the real questions at issue, do not even point the way toward a solution of the trust problem. There is no profit in having railroads able to compete if they do not. . . . . .

"The railroads of the country do not compete except in the most limited way. Freight rates are the same and classifications are the same. This being the habit of the railroads that reach common points, it may be assumed that the Southern Pacific and the Union Pacific will not compete for freight any more than do the Pennsylvania and the New York Central. The country will see but another series of marvellous coincidences—one of the roads being moved to have the exact rates, classifications, and regulations of the other.

"Nevertheless, unconquerable optimists as they are and delighting in nothing more than in fooling themselves, the American people will feel their pulses give another wallop of hope over yesterday's decision and listen with the old foolish look as Mr. Wickersham explains that it is a famous victory."

While the New York *Times* (Dem.) agrees that the decision is of importance "rather to lawyers than to shippers," and that "it does not appear that its effect upon rates will be marked," *The Evening Mail* (Prog.) hails it as "one of those great edicts which have tended to confirm and establish the power of the people over their own affairs, and to vindicate the Constitution and laws against legal tricks and subterfuges."

The "rule of reason," declares the New York *World* (Dem.), has made the Sherman Law "a more virile statute than it ever was before," and the Troy *Times* (Rep.) welcomes the decision as "the latest of a series of findings which have given vitality to the Sherman Antitrust Law." This view is shared by many papers, among them the Pittsburg *Chronicle Telegraph* (Rep.), Washington *Times* (Prog.), Chicago *Record-Herald* (Ind.), St. Louis *Globe-Democrat* (Rep.), Baltimore *American* (Rep.), Newark *News* (Ind.), Cleveland *Leader* (Prog.), Jersey City *Journal* (Ind.), and Brooklyn *Standard-Union* (Rep.).

On the other hand the New York *Tribune* (Rep.) and the Baltimore *News* (Prog.) are among the papers which think this decision gives too much scope to the Antitrust Law. "Just when the country was beginning to be reconciled to the Sherman Act this decision is likely to make it wonder if that act does not, after all, make a fetish of competition," remarks *The Tribune*, and the Baltimore *News* warns us that "the decision constitutes a tremendous weapon for the Government's use in an attack on better justified consolidations." *The News* goes on to say:

"Hardly any of the greater railroad systems but have acquired in the course of time one or more roads paralleling their main lines. One need only cite the New York Central's acquisition of the West Shore, from New York to Buffalo, and of the Lake Shore and Michigan Southern, the Michigan Central and the Nickel Plate, from Buffalo to Chicago; or the various lines between New Haven and Boston incorporated in the New Haven system. It would be a heavy blow both to the public and the railroads were many such ownerships dissolved. . . . Yet on the basis of this merger decision alone a too rampant Attorney-General would be justified in attempting their dissolution."

Still other papers complain because the Government does not invoke more frequently the criminal clause of the Sherman Law, and many New England editors seem willing that this clause should be applied to break the New Haven's monopolistic grip. To these the decree in the Harriman case brings a message of comfort. "The smashing of so great a merger in the Southwest leaves no doubt as to how a brother monopoly may be disposed of in the East," remarks the Boston *Journal* (Prog.), and a Boston dispatch to the New York *Evening Post* (Ind.) quotes Louis D. Brandeis, leader of the antimerger fight against President Mellen, as saying:

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"It will be remembered that President Roosevelt in 1908 caused proceedings to be instituted to dissolve the New Haven and Boston & Maine merger on grounds similar to those on which the proceedings against the Union Pacific and Southern Pacific were based. Early in the Taft Administration, Attorney-General Wickersham dismissed the proceedings against the New Haven and Boston & Maine, and President Taft, in a letter to Mr. Norman H. White, recently published, explained the dismissal, calling attention specifically to the decision of the lower court in the Union Pacific-Southern Pacific case, as a justification for the course pursued.

"The reversal yesterday by the Supreme Court of the action of the lower court will undoubtedly lead Attorney-General Wickersham to a reconsideration of the New England situation, which has been generally regarded as being in all respects similar to that on the Pacific Coast."

CHILDREN IN THE CANNERIES

THE BIBLICAL HINT to cast the beams from our own eyes before searching for motes in the eyes of our neighbors is just now being applied to the State of New York. In common with other northern States, it has at various times made some pretty caustic remarks about the evils of child labor in the factories of the South; but now conditions are brought to light in some of the canneries of New York State by the State Factory Investigating Commission that are characterized by the Brooklyn *Eagle* as even graver than those so severely condemned in Georgia and North Carolina. For these "almost unbelievable" conditions, declares the New York *Evening Telegram*, "parents and employers should alike be held responsible." The investigators themselves ask for legislation which will make such conditions impossible, and which will react, they affirm, to the ultimate benefit of all concerned—the employers, the employees, and the public.

According to the testimony of the investigators some canneries employ children of from four years up, and many of these children work regularly, in the rush season, "from 4 A.M. until 10 P.M., and sometimes until midnight." Their work is "snipping" beans, cutting corn, or sorting peas and beans. Miss Mary Louisa Chamberlain, a trained investigator who worked as an employee in various canneries to get a first-hand inside knowledge of conditions, declares that "the people of the State would indeed be appalled if they were to see these children at work on cool mornings, shivering in blankets, scarcely awake." Some of the little ones, she says, would fall asleep, others would cry and want to stop work, "but I have seen them whacked by their parents and compelled to stay at their tasks." Many of "these little human machines" had their fingers wrapt in bandages, "the result of having them split at their work." These children can earn for their parents as much as three or four dollars a week.

The State factory laws forbid the employment of boys and girls under sixteen unless they have "working papers" to prove that they are not neglecting their education or their health, and even with such papers children under fourteen can not be employed. But because the work of canning vegetables must all be done in a short season and under extra pressure the canneries have been able to obtain practical exemption from this provision of the law. The canners themselves, says Miss Chamberlain, disagree on the desirability of employing children: "Some of them would like to see the special exemption in the case of their industry removed, while others still hold to the idea of cheap child labor." In many of the most prosperous and modern establishments which she inspected, Miss Chamberlain found that the employers did not avail themselves of this exemption, and refused to employ any person under sixteen. Nevertheless, another investigator reports that out of 1,355 boys and girls under sixteen whom he found working in canneries, 952 were under fourteen and 141 were under ten.

George A. Hall, secretary of the Child Labor Committee, replies to a plea of the canners with the following statement and statistics:

"It has often been said by the canners and packers that they take the children because they can not get the parents without them. They profess that the children are a nuisance, that they come to the cannery sheds to be amused. We have statistics, however, which show that of 1,259 children who came under our observation in canneries only 505 came with their parents and 754 without their parents."

The New York *Herald*, in which we find Mr. Hall's statement, goes on to say:

"The reply of the committee to the statement that the life of the canning industry is dependent upon the employment of child labor is that in some of the largest and most successful operating plants, no children are permitted either in the factories or the sheds.

"In order to get rid of child labor, some of the high-class canneries actually hire matrons to take care of the children of women workers. This is done at canneries at Silver Creek, Franklinville, and Le Roy, in this State."

"SHE WON'T LET ME."
—Bowers in the Newark *News*.

THE TIE THAT BINDS.
—Halladay in the Providence *Journal*.

THE RAILROAD PROBLEM IN NEW ENGLAND.

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A CANNERY SHED WHERE CHILDREN WORK.

MARY LOUISA CHAMBERLAIN.

Miss Chamberlain, a factory inspector and investigator, worked as an employee in a number of New York canneries in order to learn at first hand the labor conditions prevailing there. She found that in some cases young children were routed from their beds at 4 A.M. and kept at work in the sheds until late at night, sometimes until midnight. The Factory Commission urges legislation to end these conditions.

State Senator R. F. Wagner, chairman of the factory commission, is "astounded" by the revelations of "unconscionable and inexcusable exploitation of very young children and of women" in the canning industry. Writing in the New York *American*, he says:

"These children were employed in the cannery sheds, and their work was permitted by the State Department of Labor because a former Attorney General decided that a cannery shed was not a factory. This decision opened the way to the employment of these very young children in sheds without any regard to age and without any limitations as to hours of labor. . . . . .

"I do not believe that the cannery industry of this State demands the exploitation of these young children. . . . . .

"One of the first things that I shall do when the Legislature meets in January will be to present a bill that shall fix the status of a cannery shed beyond any question, and that will make the employment of these young children absolutely impossible."

Such legislation is urged by the New York *World*, which goes on to say:

"It will be said that the canning industry can not be maintained in New York if children under ten are not employed, since their puny strength is used in other States. If that were true, then we should say, let the industry perish. Let New York set a high example to other States and shame them to her level.

"But it is not true. It is an old, old story, proved false a hundred times. The insurance companies, we were told, would leave New York if reforms were imposed. Reform laws were passed, and the insurance companies are still here. Stock-brokers were going to Jersey City to escape a trifling tax. They did not go. To every shortening of hours, every enforcement of health measures in factories, every interference to protect working people, the same objection has been raised, only to be disproved at every forward step.

"If such arguments had weight, no State could begin any industrial business or reform without waiting upon all the States. . . . Fortunately, they have no weight. The same testimony that reveals the cruelty of child labor in the canneries reveals also faulty business organization which wastes the labor of the child because it is nominally cheap. It is the universal experience that better pay and shorter hours and sanitary shops and the exclusion of young children have always in the end cheapened production by compelling better organization to utilize labor."

Turning to the canners' side of the case, we find their counsel declaring that "the canneries of this State could not be operated under the fifty-four or even the sixty hour law." And in an interesting letter to the New York *Sun* we get a picture of the situation as the canner sees it. According to the writer, the Italian children who work with their parents in the canneries do not work as hard as the average farmer's child works on the farm. In his own early boyhood, he says, he "worked harder than these Italian boys and girls," and yet "those are the days of my life which I love to remember." As he sees it, "the puling sentimentalists who are attacking the canners are attacking civilization." To quote him further:

"The canning season in New York State opens in June and closes with the killing frosts about November 1. This gives the canners a season of five months in which to secure the season's pack. In consequence the various factories are idle for seven months each year, and subject to the depreciation thus caused, and to the risks of fire, both items creating a large expense with no return. A few clerks and laboring men are employed on the premises during this idle season.

"But with the warm days of middle June the peas begin to mature, and once started they come with a rush. . . . . .

"The labor to handle this pea crop will not be found waiting employment at the factory doors. It must be arranged for months ahead. It is in most cases Italian labor, and if it were not that these Italians can be secured, I doubt if this great industry which means so much to the food-consuming public would be maintained.

"A padrone is found who agrees to produce from the larger cities a number of Italian families. In the earlier part of June these families arrive by the trainload, bag and baggage, old and young, married and single, mothers with black-eyed bambinos at the breast, stocky, swarthy boys and girls, all eager to see the country, to play in the soil and in the sunshine. . . . . .

"If it were not for these canning factories Italian laborers in the cities would lose their annual holiday in the country. They would lose a chance for profitable employment at a kind of labor they love. If they could not take their children they could not leave the cities. The children work simply to keep them out of mischief, and when either father, mother, son or daughter is tired they knock off for the day. They are absolutely their own masters.

"I have talked with these people. They are a healthy, well-fed, happy-go-lucky set. In the evenings they play musical instruments and they dance and sing. They are a necessity of the canning industry, for the American boys and girls are too nice to work in the fields any more. The social uplift has got them. We see thousands of them in the choruses of our city theaters.

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As to wages, these people are paid the highest possible wage, and many of them make enough in the five months to live on the whole of the year."

These "social uplifters" and "busybodies," he adds in conclusion, are "one of the chief causes of the high cost of living." "If they had their way, a can of tomatoes, instead of costing 12 cents, would cost at least 50 cents."

PROGRESS OF THE DYNAMITE TRIAL

MORE TESTIMONY must be heard, especially from witnesses for the defense, before the press of the country can feel certain that the union-labor leaders on trial at Indianapolis are actually guilty, as charged in the indictment, of criminal conspiracy in "illegally transporting explosives on passenger trains." The trial began on October 2, and as the Government has finished its presentation of evidence this seems an opportune time to give a digest of the press reports of the progress of the trial to date. The most important features of these accounts seem to be the "coherent and matter-of-fact" statements of Ortie McManigal and the hardly less sensational testimony of other witnesses, throwing light upon the doings and the plottings of John J. and James B. McNamara, self-confest dynamiters. The prosecuting attorneys are fortified with documents, witnesses, and exhibits to strengthen their assertion that the 89 explosions of anti-union or open-shop property between February, 1907, and April, 1911, were ordered brought about by men high in the councils of organized labor, in particular by officials of the International Association of Bridge and Structural Ironworkers, and that individual responsibility can be traced to the 41 defendants still on trial.

UNCLE SAM—"You are all right, my friend, but who is that behind your back?" —Kirby in the New York *Evening Sun*.

The defense insist that what the McNamaras and, perhaps, a few of their intimates did, they did alone and on their own responsibility. The cases against four of the defendants were dismissed immediately after the Government's evidence had all been presented, as the District Attorney was satisfied that the charges against them had not been sustained. On the other hand, two other defendants were surrendered and the bond of Herbert S. Hockin was doubled during the Government's presentation of its case. Mr. Hockin was J. J. McNamara's successor as secretary-treasurer of the Ironworkers' Union. He figured largely in the McManigal story as the paymaster and principal director of the dynamite campaign. When several witnesses testified that he had "double-crossed" his fellows, and had given information to W. J. Burns and to representatives of hostile employers, Judge Anderson increased his bond. Another incident of this part of the trial was Judge Anderson's denunciation as "gross contempt of court" of an article in the ironworkers' magazine, bearing signatures of indicted union officials, and calling the trial a "farce," in which "money, prestige, power was the prosecutor of want and obscurity, a trial in which the Steel Trust masquerades as the Government." The writer of the article, Miss Mary Field, was thereafter excluded from the courtroom.

Ortie McManigal's testimony was a story of his doings from the time he was brought into the dynamiting game by Hockin, in 1907, until he made his confession to W. J. Burns in April, 1911. During this time, he says, he was responsible for twenty explosions, by dynamite or nitroglycerin bombs, and received $3,290 in pay from Hockin or J. J. McNamara. He told nonchalantly of carrying suit-cases full of dynamite on passenger-trains, and of checking them in railroad stations and hotels. He insisted, however, that he was always careful to avoid destroying lives, tho the McNamaras were less sentimental. He told of letters and telegrams in cipher, of plans carefully laid by Hockin and McNamara, of meeting President Ryan of the Ironworkers' Association in a Chicago saloon, and of the persuasion and threats that kept him in the work when he wished to leave it. The plans and execution of a number of explosions were related in detail, with the dates and names accurately remembered. After each successful piece of work McNamara would send home a souvenir spoon. McManigal's last important "job" was to be the blowing up of the Llewellyn Iron Works in Los Angeles. This was a difficult task. It originally included other destruction in the city, which McManigal finally decided not to attempt. Then there were plots against Burns which were never carried out, and J. J. McNamara's wrath against the city of Los Angeles, which he wanted to dynamite out of existence. He seemed to have for it the feeling that Attila had for Rome, comments the Brooklyn *Citizen*.

Whether McManigal's story is true or not, remarks the New York *Tribune*, "it is only in some such way that the dynamiting of structural ironworks throughout the country can be accounted for." On the other hand, the Socialistic St. Louis *Labor* is "convinced that while the scoundrel, McManigal, may have had close relations with the McNamaras and may have received money from them, he was at the same time in the employ of the enemies of union labor" in order to discredit the movement. And it predicts that when the final history of these events is written "it will be found that the crimes were instigated by the capitalists and capitalist corporations that have a decided material interest to check the victorious onward march of the modern labor movement."

Herbert S. Hockin appears as chief conspirator in the McManigal story, but he appears as a traitor and informer in the testimony given by Lindsey L. Jewel, now an engineer on the Panama Canal, but formerly connected with a Pittsburg construction company. According to a press summary, Mr. Jewel testified that "in August, 1910, the month before the Los Angeles *Times* explosion, Hockin had been giving information about the dynamiters; that soon after the explosion there Hockin worked directly with William J. Burns, a detective, to whom he described fully just who the dynamiters were; that Hockin, while still an official of the union, worked for pay in trailing the dynamiters about the country with Burns four months before the arrests were made"; and that Hockin gave Mr. Jewel advance information regarding several explosions. This was confirmed on the witness stand by Detective Burns and his son. Hockin has resigned his office in the Ironworkers' Union.

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Another Government witness, Frank Eckhoff, told of J. J. McNamara's proposition to blow up a railroad-car in which Miss Mary Dye, a stenographer at one time employed at the union headquarters, was riding, "because she knew too much." Other evidence offered by the Government in the first nine weeks of the trial included 1,000 exhibits and corroborative testimony from about 400 witnesses.

Frank M. Ryan, president of the ironworkers, the first important witness to be called by the defense, explained that the word "job" in the letters produced by the Government meant work for union men, not explosions, and that he knew nothing of the explosions except through the newspapers.

The Government case, the New York *Sun's* correspondent points out, depends upon McManigal's testimony:

"With the exception of Clark and Eckhoff, who have told of the connection of Hockin and other members with dynamiting, the Government is almost entirely dependent upon McManigal for the details as to how the conspiracy was carried out; that is, how property was destroyed under the terms of the conspiracy and the dynamiters paid out of the organization's money. While the letters show that there was official correspondence regarding explosions, and while the cancelled checks show that these dynamiting jobs were paid for out of the $1,000 set aside monthly and for the expenditure of which McNamara gave no account, they do not show that a pound of dynamite or nitroglycerin nor a piece of fuse nor an alarm-clock ever was transported over a railway line."

Since the American Federation of Labor held its 1912 convention in Rochester during the progress of the Indianapolis trial, much interest attaches to the following official statement of its position, as quoted in the news dispatches:

"The American labor movement, as represented in the American Federation of Labor, will neither countenance nor condone any one who, under the cloak of trade-unionism, undertakes to carry on a criminal warfare on society. That some of these men are guilty of carrying on such a warfare appears from the confessions they have made relative to their connection with these crimes."

"DOLLARS FOR BULLETS"

HIS FRANK DEFENSE of what is called "dollar diplomacy" is what the press seize upon as the chief topic of the President's Foreign Relations Message to Congress. Mr. Taft believes that this substitution of "dollars for bullets" "appeals alike to idealistic humanitarian sentiments, to the dictates of sound policy and strategy, and to legitimate commercial aims." He tells us that this much-criticized policy has not only swelled the exports of the United States and contributed to material progress in Central America and Santo Domingo, but has also settled international disputes and promoted peace. Nor is the President's optimism altogether unshared. His message and the work done and the diplomatic policies inaugurated by him and by Secretary Knox are praised by the Washington *Post*, *Herald*, and *Star*, Baltimore *American*, Rochester *Post Express*, Harrisburg *Telegraph*, and New York *Globe* and *Tribune*. According to *The Tribune*, the Taft Administration has accomplished "one of the great tasks of present diplomacy," while the Washington *Star* commends the President for having "set the ball rolling," and continues:

"Mr. Taft does not shy at the term commercial diplomacy, or dollar diplomacy, but accepts it, and justifies it. He plants himself upon the homely but substantial proposition that business is business, and that all honorable means should be employed in increasing America's contribution to the world's business. Our importance as a nation in the world's affairs will be to a large extent measured by our influence on the great motive power of the age."

In the message the President thus defines and justifies his policy of "substituting dollars for bullets":

"It is an effort frankly directed to the increase of American trade upon the axiomatic principle that the Government of the United States shall extend all proper support to every legitimate and beneficial American enterprise abroad. How great have been the results of this diplomacy, coupled with the maximum and minimum provision of the Tariff Law, will be seen by some consideration of the wonderful increase in the export trade of the United States. Because modern diplomacy is commercial, there has been a disposition in some quarters to attribute to it none but materialistic aims. How strikingly erroneous is such an impression may be seen from a study of the results by which the diplomacy of the United States can be judged. . . . . .

"Through the efforts of American diplomacy several wars have been prevented or ended. I refer to the successful tripartite mediation of the Argentine Republic, Brazil, and the United States, between Peru and Ecuador; the bringing of the boundary dispute between Panama and Costa Rica to peaceful arbitration; the staying of warlike preparations when Hayti and the Dominican Republic were on the verge of hostilities; the stopping of a war in Nicaragua; the halting of internecine strife in Honduras. The Government of the United States was thanked for its influence toward the restoration of amicable relations between the Argentine Republic and Bolivia. The diplomacy of the United States is active in seeking to assuage the remaining ill-feeling between this country and the republic of Colombia. In the recent civil war in China, the United States successfully joined with the other interested Powers in urging an early cessation of hostilities."

In China, the policy of encouraging financial investment has proved beneficial, according to President Taft, and in Central America a similar policy would immediately be beneficial to such countries as Nicaragua and Honduras, while the United States would profit by the advent of peace in this troublous region and by the trade revival that would follow.

The President points with gratification to the reorganization of the Department of State and the success of his Mexican policy. In the case of Mexico, he will adhere to the "patient policy of non-intervention, stedfast recognition of constituted authority, and the exertion of every effort to protect American interests."

Some other paragraphs of the President's message, to quote an Associated Press summary:

"Point to the increase of American domestic exports by $20,000,000 during the past year, making the greatest total ever known, $2,200,000,000; to the agricultural credit system, which he thoroughly indorses; to a meeting of the arbitrators in Washington next year to adjust the pecuniary claims between Great Britain and America; and to the financial rehabilitation of Liberia."

Such papers as the New York *Evening Post*, Philadelphia *Record*, Providence *Journal*, and Newark *News* see the necessity of this "commercial diplomacy," but fear that Secretary Knox has been carrying it pretty far, and think it a "little disconcerting to find the dollar-mark so unblushingly stamped upon this official summary in a state paper." *The Journal* and *The Evening Post* dispute the President's assertion that the efficiency and prestige of the State Department has increased during his term. The opposite is true, they tell him. "Dollars for Principles" is the heading of a New York *World* editorial, which reminds Mr. Taft that we have had truly great Secretaries of State, and that "it remained for Philander C. Knox to set up a cash-register in our Ministry of Foreign Affairs and to boast at frequent intervals of his increased sales." *The World* thus enumerates the facts which, it thinks, prove the failure of the Taft diplomacy:

"In Mexico it has led to the threat of intervention twice within two years. In Nicaragua it recently made us invaders and fighters. In the Dominican Republic it has put us in armed possession of the Government as a collection agent. In Honduras it is behind Wall Street bankers who have money to lend if we will compel repayment. In China it places us in the attitude of forcing a loan upon a struggling republic on conditions that are humiliating. In Cuba and Panama it causes us to picket polling-places with our troops. Everywhere in Latin America it has awakened suspicion among peoples who should be our friends."

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TOPICS IN BRIEF

NEW ENGLAND railroads seem to be Mellen's food.—*Washington Post.*

PRINT the candidate's picture on the ballot and give the woman voter a chance.—*New York Sun.*

WOULD it not pay the railroads to take out accident insurance policies on the lives of their passengers?—*New York World.*

IF $1,000,000 couldn't buy a "third cup of coffee" at least it is time to admit that the high cost of living is real.—*New York Sun.*

CONTRIBUTOR who gave 32 cents to the Republican campaign fund came nearest to getting his money's worth.—*Wall Street Journal.*

WITH the parcel-post law becoming operative January 1, express companies cry as in one voice: "Send your express parcels early."—*Chicago News.*

WE have little doubt that Mr. Carnegie's left hand at least has its suspicion of what his right hand is doing.—*Columbus Ohio State Journal.*

J. O. P. BLAND is not hopeful of the future of the new Republic of China. However, some despair of the old Republic of North America.—*Buffalo Enquirer.*

WHY do we strain at "Tchataldja" and let such words as Schenectady, Schoharie, Skaneateles, Saugerties, and Poughkeepsie not bother us in the least?—*Albany Journal.*

"CONSTANTINOPLE Gets but Little War News," says a newspaper headline. Considering the nature of the news, we should think the less the better.—*Chicago Record-Herald.*

BRYAN suggests that our former Presidents should be given seats in the House of Representatives; but really, Colonel, you know, it's all the Speaker can do now to preserve order.—*Washington Post.*

GOVERNOR WILSON has gone to Bermuda, despite the fact that Colonel Bryan owns a fine Bermuda onion farm in Texas. If this is not showing a spirit of independence we should like to know what is.—*Washington Herald.*

IT might be called the season of the sweet buy and buy.—*St. Louis Republic.*

AUSTRIA begins to sneeze as Servia opens that "window on the Adriatic."—*New York Evening Sun.*

THERE are still people in this country who haven't the slightest interest in the decision against the Bath-tub Trust.—*Albany Journal.*

THE latest Democratic recipe for reducing the cost of living: "Give us back those 50,000 fourth-class post-offices."—*St. Louis Globe-Democrat.*

PEACE negotiations begin on Friday, December 13, which is the Mohammedan Sabbath. Looks dark for the Allies.—*Wall Street Journal.*

IF Armageddon is really, as a Biblical student thinks, in the Balkans, then we have no very urgent desire to stand there.—*Chicago Record-Herald.*

THE LAST CHORD.

—Paul in the Jersey City *Journal.*

How many of those four States would the women have carried for equal suffrage if they had argued with hammers on plate-glass windows?—*Chicago News.*

PRESIDENT-ELECT Wilson's cousin, T. R. Woodrow, can't expect much favor from his distinguished relative unless he changes his initials.—*Southern Lumberman* (*Nashville*).

OUR confidential advice to our fellow ultimate consumers is to keep on working and trying to save a little money, just as if the tariff weren't going to be revised.—*Columbus Ohio State Journal.*

AN Illinois judge, deciding as to whether playing poker was labor or a pastime, declared that it depended on who was winning. A Daniel come to judgment!—*Southern Lumberman* (*Nashville*).

"WITH the observation of fifty years," says that philosophic statesman, David H. Lane, "I assert that there is a less percentage of dishonesty among politicians than any other group of people." This is the most pessimistic remark about the American people that we have ever noted.—*Philadelphia Record.*

SUPPOSE HE WON'T GO.

A possible European military problem.

—Harding in the Brooklyn *Eagle.*

"What have you got against me?"

"Nothing. But our masters have ordered us to fight."

—Minor in the St. Louis *Post-Dispatch.*

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FOREIGN COMMENT

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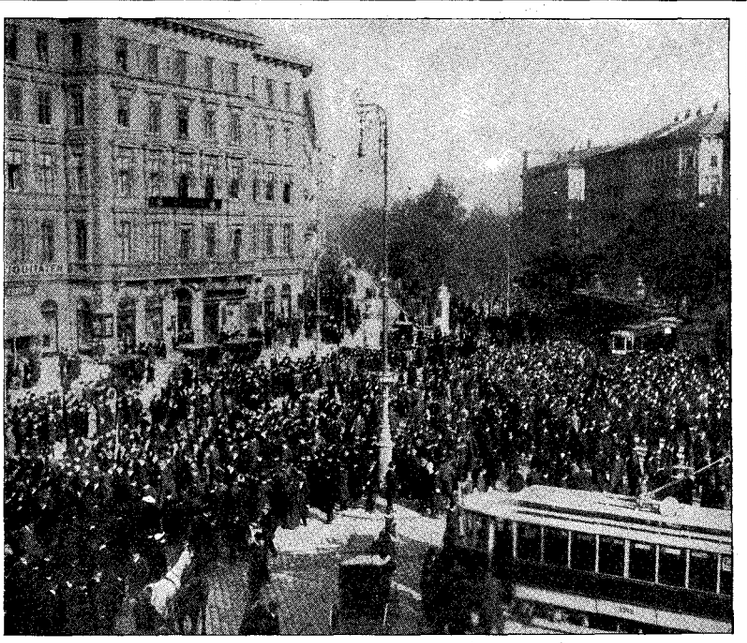
WHERE THE TURKS STOPT THE BULGARS: MOSLEMS IN THE TRENCHES NEAR TCHATALDJA.

FERRERO ON THE BALKAN WAR

NEITHER the personal ambition of Ferdinand of Bulgaria to be a Czar, nor Servia's desire to occupy her ancient capital of Uskub and gain a seaport on the Adriatic in Durazzo, nor Greece's hankering after Crete, really started the war that is now ending in the Balkans, writes Guglielmo Ferrero in the London *Budget*. It would be just as true to say that the influenza which prevails when a ship sails into St. Kitts is caused by the ship and not by the moist southwester that blows her into port. This learned historian, who has shed upon the history of Rome the white light of a relentless logic, thinks that, personal ambition, religious antagonism, revenge or not, the Balkans were bound to change their ideas and aspirations and to aim at following the more enlightened ideals of Western Europe and America. The present bloody episode in modern history is not a thing of momentary impulse. Its motives are not of mushroom growth, we are assured. The clash between the Turk and the Balkan nations is a thing of inexorable evolution, it has long been impending, and was inevitable for a very plain reason. Turkey for centuries has struggled in Macedonia to raise a barrier against the flood of Western civilization, says this keen observer across the Adriatic. The higher the barrier rose, the greater the pressure of the tide upon it. Then it gave way, and the Turkish system of government, the Mohammedan theory of life, the rude and primitive indolence of Mohammedan methods, were swept to ruin. Macedonia was kept by Constantinople "as an immense barrier of barbarism." It was made a sort of buffer state "to ward off the East from Europe and its civilization." "The primary cause of the war" was "the failure of every attempt" made by the European Powers "to reform institutions in Macedonia."



LABOR'S DEMONSTRATION AGAINST WAR.

Socialists in Vienna, the center of war-feeling, protesting against Austria's threatened war on Servia. The workingmen are marching with signs and red flags and singing Socialist songs. Similar demonstrations were also made in Berlin and Paris.

Dr. Ferrero thinks it was the blindness and stupidity of Turkey that hid from the eyes of her rulers the fact that modern Macedonia was not to be governed like the Macedonia of forty or fifty years ago. Turkey, indeed, could not recognize and yield to the aspirations of modern Macedonia "unless it had been willing to commit a sort of historical suicide." In enlarging upon this point the eminent Italian writes:

"Any one desirous of understanding and justly judging the Balkan crisis must, after realizing the nature of the transformation which has occurred amid the Christian peoples of Macedonia, solve this problem: Why was Turkey unable to give satisfaction to the Macedonians?

"The reason lies deeper than the diversity of religion or the barbarous fanaticism of the Osmanli. It must be sought in *the irreconcilable antagonisms of two conceptions of life* which have fought and still fight for the mastery in our civilization—that which sets before man, as his supreme duty, initiative, energy, innovation, enjoyment, knowledge, wealth, and liberty; and that which, on the contrary, enjoins upon him resignation, obedience, frugality, faithfulness to traditions, and discipline."

But speaking of the proximate cause the historian tells us that Macedonian public opinion at this present moment is the product of the schools and the books working among the semibarbarous inhabitants. Hence we read:

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"The Bulgarian, Servian, Rumanian, and Greek schools which sprang up in numbers throughout Macedonia with the sole object of promoting national consciousness likewise spread some amount of education, and consequently gave rise to another and much more important effect. When speaking of the history and the institutions of Servia, Greece, Bulgaria, and Rumania, the teachers in these schools could not do less than give a notion, however summary, of Western civilization, its wealth, its glory, its power, its marvelous cities, the wonderful instruments it possesses, its laws. . . . But how could this vague sense of a wondrous civilization which flourished far away fail to arouse the wish to know it and enjoy a little of it?"

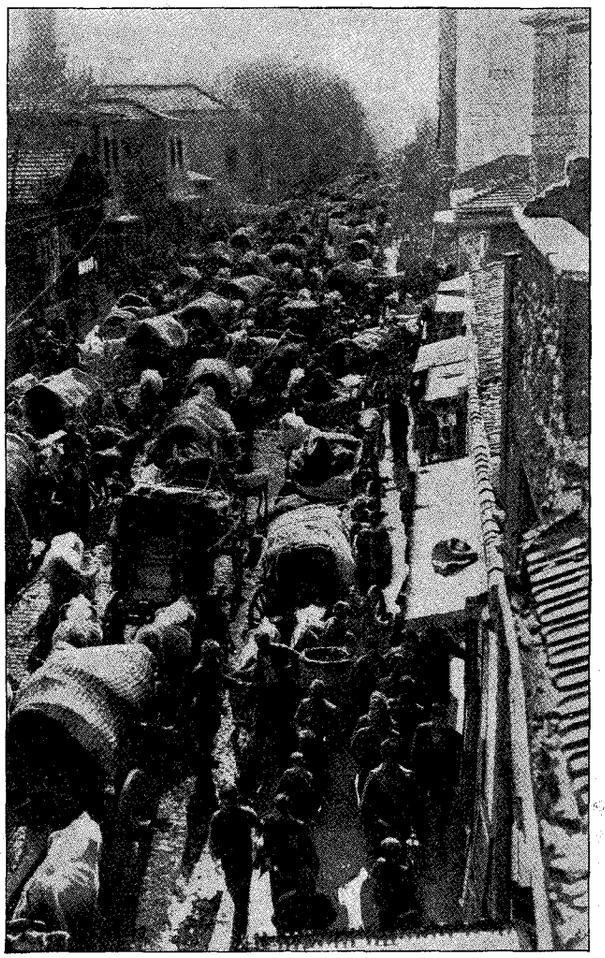
Then, too, much information and even inspiration came from the commercial travelers who carried the products of Western Europe into the mountains and villages of Macedonia. The result of such influences is described as combining with that of the schools. So the commercial travelers brought in the grapes of Eschol. They were—

"overrunning Macedonia, making their way into the remote villages and offering a few modest and by no means dear samples of those wonders which were turned out in the immense far-distant works of civilized Europe. The Macedonian peasant conceived new desires, his aspirations and his needs grew apace, together with his curiosity."

Emigration cooperated with these influences — especially emigration to America. Macedonians sailed to the West, and from the West brought wonderful news to the East. America, North and South, was exactly what courage, initiative, and industry had made them. No wonder Macedonian enthusiasm was fired and the Balkans filled with dreams of liberty and plenty such as other nations had yielded to. On this point Dr. Ferrero writes:

"Emigration has in truth undergone rapid increase in Macedonia during the last twenty years. At first the Macedonians went into the cities of the eastern Mediterranean, but then the report reached even the Macedonian villages that beyond the Atlantic were countries of fabulous wealth, where in a few years a laborious and saving Macedonian could hoard up as much money as was required to purchase a fine piece of land on his return. In 1901 the Macedonians began to emigrate to America; to North America, where they are numerous, especially in Illinois, and to South America, where a number of them made their way to Argentina. Henceforward Macedonia, like Italy and Hungary, and so many countries of Europe, has its Americans, a people who live between the two worlds.

"Emigration produced the same effects in Macedonia as in the other regions of Europe; it spread among the masses the aspirations toward an easier and safer life; it awakened initiative and courage, increased the needs and also the vices. To the propaganda of the schools there were consequently added the teachings of experience to persuade the Christian populations of Macedonia that new and happier times were dawning, as soon as they should know how to act, to move, and to dare."



"IT WAS THE MIGRATION OF A WHOLE PEOPLE."

Fugitive Turkish peasantry choking the streets of the seaports. As a correspondent writes, it is "the return of the Turk to Asia."

A VINDICATION OF THE TURK

THAT TURKEY can hold up her head as high as any of the self-vaunting Powers of Europe, most of whom have done and are doing with impunity what she is held in execration for, is the striking assertion of Frederick Ryan in *The Positivist Review* (London), a journal which must be credited with courage and a rare spirit of altruism. Russia, he says, imprisons and kills the flower of her population; England coerces Egypt; Austria robs Turkey of Bosnia-Herzogovina, and Italy murders by hundreds the gallant Arabs of Tripoli. But, adds this writer bitingly, the Powers are Christian and Turkey is Mohammedan, just as in Russia pogroms are permitted, or actually encouraged, because the assailants are Muscovites and the victims Jews. The Turkish massacres in Bulgaria, which King Ferdinand and his allies profess to be avenging as Christians, were mainly caused, Mr. Ryan believes, by the incursions of Bulgarian bands. If Europe suffers and has suffered these massacres to go on since the days of Gladstone, why should she encourage the Christian dogs of war in the Balkans now? "With what face can the Concert of Europe, which has been silent in regard to Tripoli and Persia, pose as the protectors of the Macedonians?" If Home Rule is to be advocated in Macedonia, why not in Ireland? But that the Young Turks are quite wide-awake to the importance of such questions is shown from the following passage in Mr. Ryan's article:

"There is a very prevalent belief . . . that the Turks, and especially the Young Turks, are antagonistic to all reform in Macedonia and wish to impose a system of unification on the whole Empire. Now, it is certainly true that threats and interference from without in favor of a subject race do not usually have the effect of making the dominant Power more amenable to reason. If France, Germany, and Russia were lecturing England on her sins, and armed expeditions of American-Irish were landing on the Irish coast, public opinion here would not be very favorable to Home Rule for Ireland. Rightly or wrongly, the Turks attribute most of the disturbance in Macedonia to the Bulgarian bands, and maintain that even if massacres have occurred, as recently at Kochana, it is these reckless bands that have given the first provocation. Rightly or wrongly—and probably very wrongly—they have followed the usual way of all peoples in like circumstances and have attempted to meet external pressure—in the case of Tripoli the words might be wanton attack—by internal concentration and the postponement of all reform."

Mr. Ryan then makes a slashing arraignment of the Concert of Europe. As the knout has a metal pellet at the end of the lash, so this writer arms his scourge with a stinging passage from Mark Twain. He writes:

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"One of the most revolting hypocrisies of the whole affair is that the precious Concert of Europe—that is to say, the 'Christian' Powers of Europe, to the exclusion of Turkey—about whose resuscitation some Radical journalists are incomprehensively enthusiastic, includes Italy and Russia. And Russia, as has been mentioned, is one of the two 'mandatories' of Europe; Russia which, on any showing, is an immeasurably less civilized State than Turkey, when the most extreme deductions are made; Russia, whose hands are dripping with the blood of Persian Nationalists fighting for liberty, and whose jails are choked with the flower of her own people. But then Russia is Christian, she is a member of the 'Concert,' she doesn't 'pollute' the soil of Europe. No Collective Notes will pass round the Chancelleries on the state of Persia, or Georgia, or Finland. It might disturb the harmony. And then Italy, another member of the Concert, with *her* hands red with the blood of the unfortunate and heroic Arabs of Tripoli, fighting as gallantly as any people ever fought against the most shameless brigandage of modern times. Such are the teachers of Turkey, her moral exemplars in the ways of good government. One thinks of Mark Twain's stinging characterization twelve years ago of the Concert at that time. On New Year's Eve, 1900, he wrote as follows: 'A greeting from the nineteenth to the twentieth century.' 'I bring you the stately nation named Christendom, returning bedraggled, besmirched, and dishonored, from private raids in Kiao, China, Manchuria, South Africa, and the Philippines, with her soul full of meanness, her pocket full of boodle, and her mouth full of pious hypocrisies. Give her soap and towel, but hide the looking-glass.' Turkey assuredly can hold her head as high as the highest of her mentors and critics."

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HIS FIRST AND LAST SCOUTING TRIP.

Lieutenant Tarraxtchieff, the first Bulgarian aviator to go on a scouting expedition, was also the first to lose his life. He was setting off toward Adrianople when his machinery went wrong and he crashed to the ground, receiving terrible injuries. He is seen here saying good-by to General Yaukoff.

RAGING AT THE MONROE DOCTRINE

"IT IS a piece of international impertinence," was the sentence of Bismarck on the famous Doctrine promulgated by the fifth President of the United States. It is "very extraordinary," said Canning as Prime Minister, and "England is prepared to combat it in the most unequivocal manner." The French jurist Ollivier admitted the Doctrine's "mingled qualities of astuteness and naïveté." Lord Salisbury in 1895 declared that it "was not international law." Yet Mr. Percy F. Martin admits in *The Fortnightly Review* (London) that the United States has had its claims allowed by the Powers of Europe. This writer is a journalist of eminence, has traveled in Mexico and written a book on the South American republics. But he trains all his artillery on our Government as maintaining a right which is not ours and is in fact absurd. Two main points of criticism are made by him. He declares that Monroe's idea has been perverted and distorted by his successors. It is allowed, he says, that the President's decree promised to become "a strong factor in the establishment of, maybe the enforcement of peace among the turbulent Latin States." But since its promulgation, he adds:

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A TURKISH SUPPLY-TRAIN CAPTURED BY GREEKS NEAR SALONIKA.

"Two important and, indeed, vital developments have occurred which have served to taint, if not entirely to destroy, the value and the effect of the Monroe Doctrine. The first of these has been the general change which has come about in the status of the smaller independent States, the majority of which, notwithstanding the frequent political uprisings of which they are made the center, consider themselves fully capable of proceeding alone, and of managing their internal affairs, unassisted by the advice or cooperation of the United States.

"The second condition is of the most serious and far-reaching character. As originally defined by James Monroe and amplified by John Quincy Adams, the implication of the Doctrine was that if the United States enforced the exclusion of Europe from the Americas, they would in turn, abstain from having anything to do with Europe's

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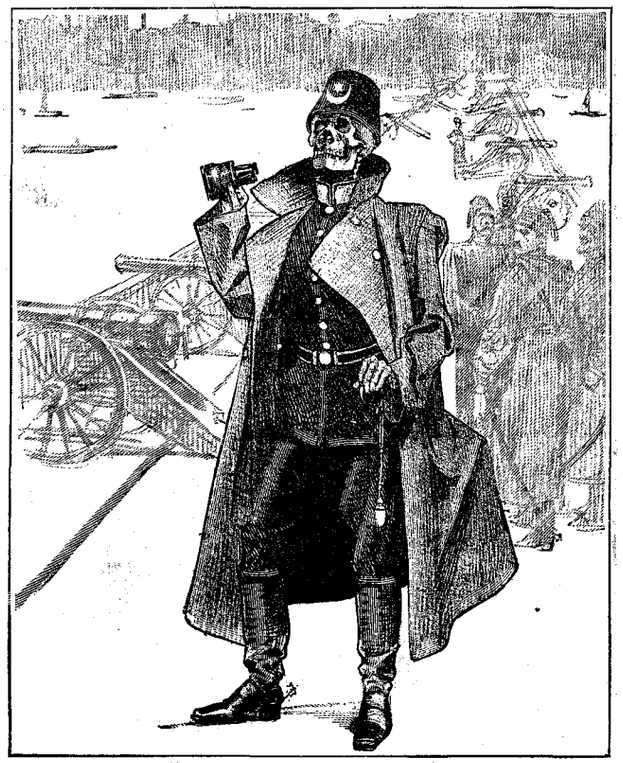
possessions at that time in the Americas, or with the course of events occurring in Asia and Africa. But the foreign policy of the United States has continually run counter to that implied pledge, and the moral value of continued assertion of opposition



CHOLERA PASHA.
The real defender of Constantinople.
—*Amsterdammer.*

to European interference in the Americas has been weakened correspondingly. It is, therefore, the more surprizing to observe, when the principle of the Monroe Doctrine is invoked, European Governments consenting to recognize it."

To prove his point Mr. Martin details the circumstances under which the United States, "upon the most trifling pretext," annexed Upper California, when gold was discovered there. The seizure of Texas followed. "A few years later," he adds, the Government of the United States incited the Panamans to revolt against Colombia, with the sole object of securing at a nominal price "ground for the Panama Canal." He rounds up his list of our depredations on foreign territory thus:

"Contemporary history, as yet partly unwritten, affords other equally striking examples of the manner in which the Monroe Doctrine has been construed by its authors. We have but to recall the seizure, without justification or provocation, of Porto Rico; the annexation, equally without motive, of the Philippine Islands; the military occupation, between 1904 and 1906, by American troops of the Island of Cuba; the absorption of the Hawaiian Islands, and the practical control over the twin Republics of Santo Domingo and Haiti. In one and all of these acts the United States has been permitted to infringe the principles of its own Doctrine without as much as an official protest being offered by any other Christian Government, a fact which future recorders of events will assuredly regard with no less astonishment than indignation. The one Government which could have protested with abundant reason and authority was our own; but it has consistently stood aside, silent and not even regardful."

The United States has no respect for treaties, so long as the letter and spirit of the Monroe Doctrine are preserved intact, says Mr. Martin, and blames the English Government for their submissiveness to the decrees of Washington, which has plainly violated the Hay-Pauncefote Treaty in discriminating in the matter of Panama tolls in favor of United States ships, while "with studied insolence" declining to notice the British protest. Yet is not England to blame? he asks:

"While we have every reason to reproach the Government of the United States for having resolved to tear up a treaty which is as precise in its language as it is fair in equity, we have more cause to feel indignant with our own Government not only for having neglected to protect our rights, but for having gone out of its way to bow down to and worship the Monroe Doctrine at the very time when it was being used as a weapon against us."

PRACTICAL EDUCATION IN CANADA

NOVA SCOTIA'S NEGLECT of the gifts showered upon her by Nature was wittily pointed out more than seventy years ago by Thomas Chandler Haliburton, a patriotic Nova Scotian, who later became a member of the British Parliament. In his inimitable "Clockmaker," he makes *Sam Slick* of Slickville (U. S.), the clever pedler of the wooden article, advise the colonial assembly "to turn to, heart and hand, and develop the resources of their fine country," "facilitate the means of transport, promote internal improvement, and encourage foreign trade." By pursuing this course, *Sam Slick* declared, the legislators would make Nova Scotia "one of the richest and greatest, as it now is one of the happiest sections of all America. I hope I may be skinned if they wouldn't. They would, I swan."

His advice does not appear to have had much effect in promoting the agricultural and industrial prosperity of the Maritime Provinces, Nova Scotia, New Brunswick, and Prince Edward Island. This is at least the opinion of an able and impartial man, for Dr. David Soloan, Principal of the Nova Scotia Normal College, in an address before the Provincial Educational Asso-

THE GOOD MOTHER.
EUROPE—"Wait a moment, children! You'd better let mother divide the cake." —*Pasquino* (Turin).

ciation of Prince Edward Island (one of the most fertile spots in the whole of Canada) states plainly that *Sam Slick's* advice has not been followed because people have not been educated to follow it. He recommends "forming the minds of the young to

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new and truer conceptions of education and to a larger and more purposeful sphere of mental activities."

The backward condition of things at present in the Maritime Provinces requires some fundamental change in the program of

MADAME DIPLOMACY—"What a fine display for The Hague Conference!" —*Pasquino* (Turin).

the schools and colleges, he holds. He calls for vocational and technical colleges, where road-making, practical mining, and farming on an economic basis should supplant, or at least generously supplement, educational institutions where Greek and Latin, English and general mathematics are given the chief place. The present deplorable condition of his country he describes as follows:

"We have depleted our soil, partly ruined our fishery, destroyed our forests, pawned our coal mines to monopolists who take heavy toll, left our producing classes as incapable as ever of skilfully carrying on the staple industries; and finally, we have watched, and still continue to watch, the steady emigration of our young people to lands less fair and less favored by nature than our own."

He proceeds to discuss the part which education, or the misdirection of education, has played in bringing about this desperate condition. There is abundant zeal for education, the schools and colleges are full to overflowing, yet education has ailed in its mission to the masses:

"It has failed to train the masses to their work as productive laborers and to an intelligent conception of civic duty. Evidences of this failure are round about us at every hand; in almost every section into which you go when you return to your honorable labors among the youth of Prince Edward Island; in almost any part of the neighboring provinces you may choose to visit."

Here is the remedy he prescribes:

"There need be no violent interference with present effort in college and high school. The apostles of pure culture and industrial *laissez faire* might without regret be left to their idols. All we should need to do would be to develop parallel to the merely intellectual courses of instruction in common school, high school, and college effective and convincing courses of training for the children of the people—training to vocation, whether agricultural, industrial, or commercial. The time has come for a popular movement toward this end. Let us begin at once assiduously to cultivate a body of public opinion that will stimulate to action and determinedly support those legislators who show the courage and the intelligence to move in the present crisis."

The duty of the legislators, asserts the principal, is to make a federal grant toward the promotion of agricultural and industrial education, such grant to be distributed among the provinces of the Dominion needing it. "Ten millions a year," he asks as the amount required, for this sum, "distributed among the provinces for the improvement of the common and high schools and for the benefit of technical education in agriculture and the mechanic arts, would within twenty years place our country in the forefront of the nations of the earth in industrial efficiency and culture."

The Montreal *Weekly Witness* speaks out strongly in approval of Dr. Soloan's idea of Federal aid for education, and advocates discarding the present method of provincial control in which Canada after confederation followed the example of the United States. *The Witness* remarks:

"The general idea of cooperation between the Federal and Provincial Governments in this important matter is one that is worthy of being considered by way of conference. There is no part of the Dominion, east or west, where the teachings of modern science in agriculture are not needed, and that form of cooperation need in no way affect the educational independence of the several provinces."

The "subject is an important one, and is entitled to unprejudiced consideration," guardedly remarks the Toronto *Globe*, after giving a brief summary of Dr. Soloan's views.

That the attention of all Canada has been called to this subject is apparent from the fact that *The Family Herald and Weekly Star* (Montreal) has offered three prizes, to the total amount of $100, for essays in answer to the questions:

"What can be done to accelerate the growth of population, to add to their industries, to make their farms more profitable, and to give the Maritime Provinces their legitimate place in our progressive country."

SERVIA AT THE SEASIDE.

Scene—Durazzo-super-Mare, Albania.
OLDEST INHABITANT—"Making a long stay here, sir?"
SERVIA—"Oh, it depends." (Sotto voce)—"Are you much troubled with two-headed eagles in these parts?" —*Punch* (London).

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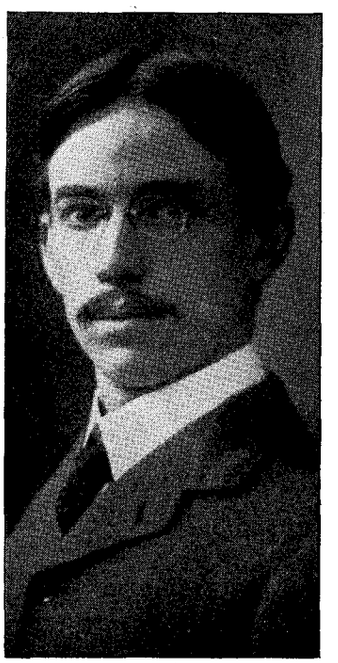
HUMAN BIRDS OF PASSAGE

SHOULD the laborer who comes to this country with the intention of returning to his native land be encouraged or not? Is he of benefit to his temporary home or does he injure it? It has been generally thought that these "birds of passage" are objectionable, but Prof. W. B. Bailey, of Yale, shows in *The American Journal of Sociology* (Chicago) that there are items on the credit side of their account. The problem they present, we are told, is comparatively recent with us. Until late years the foreign temporary workman has been kept away by lack of knowledge of his opportunities and lack of rapid and cheap transportation. Both these objections being now overcome, he is upon us *en masse*, and we scarcely know whether to welcome him or not. Professor Bailey writes in substance:



PROFESSOR BAILEY.

He shows that the immigrant who is a mere "bird of passage" may aid the American employer but undoubtedly injures the American laborer.

"By the term 'bird of passage,' as used in this article, is meant the male laborer who comes to the United States with the intention of earning and saving money while employed here, and who, satisfied with his competence or finding the opportunity for employment gone through the beginning of a period of industrial depression, returns home with his savings. Few of these laborers take all of their savings with them upon their departure, but in most cases out of their savings have been from time to time sending money to friends or relatives in the home country for their support, to pay off the mortgage on the home farm, to purchase land, or to improve the property already possest. Improvements made with American money upon small farms are frequently seen in villages of Austria-Hungary and Italy.

"Altho most students of immigration seem to be united in their belief that this country should welcome able-bodied, normal persons of decent habits who desire to settle permanently in the United States, there is a general feeling that the 'bird of passage' forms a conspicuous exception to this rule and that this migrant to the United States is not to be encouraged. The objections which have been raised against him can be grouped under four heads:

"1. Since he does not intend to settle in this country, he is not likely to be interested in American institutions, to adopt American customs, or to acquire American ideals. He furnishes an alien element in our body politic.

"2. The money which he saves in this country is not deposited in American banks to be used to develop our industries, but is sent abroad. This constitutes a permanent drain upon our resources, amounting to millions of dollars annually.

"3. The competition of this laborer, accustomed to foreign standards, tends to lower the American standard of living and makes it difficult for the American laborer to compete with him.

"4. The presence of a supply of migratory laborers tends, by stimulating the overproduction of commodities, to lead to industrial crises. If the supply of labor in a country were fixt, the increase in the demand for laborers would lead to increased wages which would make *entrepreneurs* more careful about increasing production.

"There undoubtedly is truth in each one of these objections, but there are accompanying advantages which have been but little emphasized by students of this problem. There is little doubt that this large number of temporary migrants tends to reduce the variations in the price of labor by keeping the ratio of demand to supply more nearly constant. The arrival of tens of thousands of this class in good seasons undoubtedly tends to limit the rise in the rate of wages in this country, but when hard times come these same laborers return home and reduce the supply at the very time when the demand is beginning to fall off. The result of such migration during the crisis is to limit the fall in wages, and to free the community from the necessity of supporting a number of unemployed who have made scant provision for the future."

It is true, Professor Bailey admits, that the returning laborer carries money with him, but those who go back in swarms during bad times, as has been noted above, are not those with most money, but rather those with least. Moreover, they carry back other things than money, of which we are well rid—injuries received in the course of their work, impaired vitality, maimed bodies. It seems a little brutal to look at the matter in this way, but we can surely not assert that men who are carrying their troubles—and ours too—out of the country are injuring us, industrially or socially. It may be cheaper, thinks Professor Bailey, to send home the worn-out and disabled industrial veterans than to support them here. He goes on:

"In the matter of employment the 'bird of passage' serves as a sort of floating dock to rise and fall with the tides of industrial ebb and flow and render more stable the rate of wages. This stability, however, is purchased at considerable cost. A study of the arrivals and departures noted in the reports of the commissioner-general of immigration for the past few years will show that in the spring of the year a comparatively large proportion of the immigrants are males, and that in the fall of the year a comparatively large proportion of the emigrants are males. The 'bird of passage' is a male. He may be married or single, but as far as this country is concerned he is single. The industrial unit in this country has been the family. We have gone on the assumption that the head of the household should, with his earnings, be able to support a household. The 'bird of passage' has no such obligation resting upon him. He wants to save a maximum amount of money. He is, therefore, anxious at all times to increase his earnings, but greater attention is given to the problem of reducing his expenditure. A group of these individuals will unite in hiring rooms and purchasing food with some one to do the cooking and care for the establishment. There is overcrowding and unsanitary living, but the cost is reduced to a minimum. If the objection can be made that among certain classes in this country there is a standard of high living, it certainly can not be raised against the 'bird of passage.' The trouble with him is that he does not have a high standard of living and herein seems to lie the principal danger from this group.

"This apparently unlimited supply of cheap labor has made us careless in certain respects in this country. We have continued to perform by manual labor much work which would otherwise have been done by machinery. In this way invention may have been retarded. We have become careless and wasteful of human life. We neglect properly to safeguard our machinery and protect the lives of our miners.

"A plentiful supply of labor is undoubtedly desirable, but if an appreciable proportion comes from temporary migrants, the brunt of the competition will fall upon the American father, and we may expect a still longer postponement of marriage and a further reduction in the size of the family. If the American laborer . . . escapes the evil effects of this competition by rising above it, all will be well. But if he is forced to approximate the standards of the celibate immigrant we shall have (among the native stock) a retardation in the natural increase which is none the less evident altho we may be unconscious of its cause."

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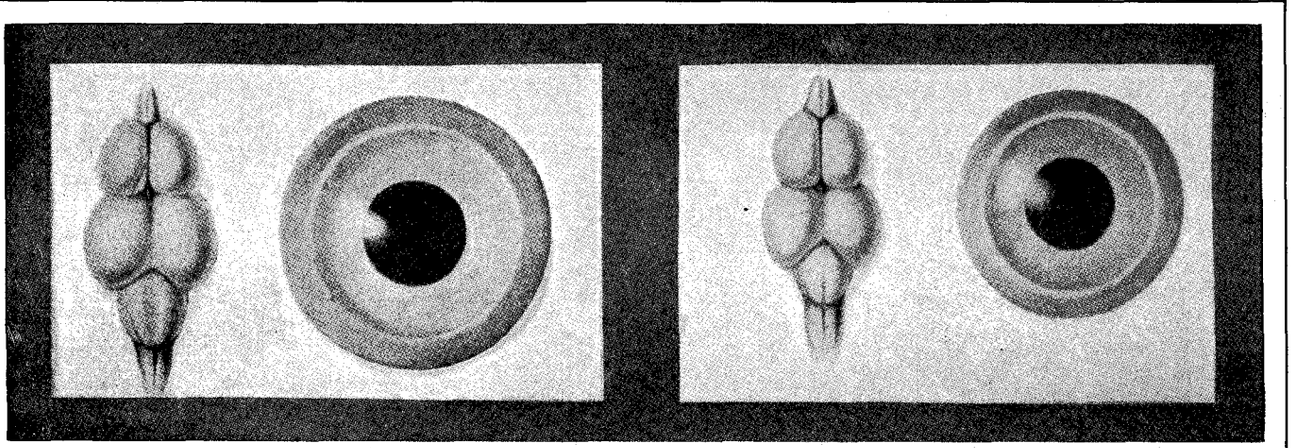

LARGE EYE, LARGE BRAIN; SMALL EYE, SMALL BRAIN.

Eyes and brains of two species of fish. Whether human eyes and brains correspond in this way is an interesting question.

EYE AND BRAIN

THAT THE EYE is the window of the soul, not only in a poetical but in a mathematical sense, conformably to the data of the most modern physiology, appears from recent experiments which indicate that it corresponds in size very faithfully with the weight of the brain. As our brains, among other things, are reservoirs of the sensations sent thither from eye and ear and hand, and also workshops wherein these sensations are combined and made over into movements of the limbs, constituting acts, it might be expected that reservoir and workshop would be larger when the sources of these sensations were more extended. So it seems to be with the eye at least. The rat, with its little beady eye, has a disproportionately small brain; the large-eyed squirrel, of the same family, has a much larger one. Possibly the Greeks, who so admired the large, liquid orb, that "cow-eyed" with them was a complimentary epithet as applied to a woman, were right after all, as they so frequently were. Henri Langier, writing on this subject of brain-weight in *La Nature* (Paris, November 9), says in part:

"Is it possible to establish a relation between the intellectual development of a given animal and the weight of its brain? This question has been asked since we have more or less explicitly adopted the idea that the brain is the substratum of the mental functions. The naturalists on the one hand, and the anthropologists on the other, have tried to analyze the different factors that determine brain-weight. The first anthropologists stated the question in its most ambitious form: they hoped to ascertain and measure the variations of intelligence in different individuals of the same race by simply examining the form and weight of the brain. Thus put, the question was evidently too complex for direct solution.

"Clearly we can not get at the degree of intelligence of the various animal species by simply comparing the absolute weights of their brains. The central nervous system is the meeting-point of all the sensitive connections from every part of the body; for equal intelligence a large animal should thus possess a larger brain than a small one."

But comparison of proportionate brain-weights, first suggested by Cuvier, was scarcely more successful. On this basis, the smaller the animal, the greater its mind. Evidently there is an error here in the opposite direction. What is it? Says Mr. Langier:

"An essential determining factor was found when attention was directed to the relative values of the body-surface in different animals. The innervation of the cutaneous surface is infinitely finer, more delicate and denser than that of the central masses; it must then have an influence of the first order on the brain-weight. Now simple geometric considerations show that small animals have a relatively larger body-surface than large ones, . . . and if, as seems natural, the body-surface influences the brain-weight, we may understand how small animals, having a relatively greater surface, have also a relatively higher brain-weight.

"But altho the part played by the surface appears to be very important . . . it is insufficient to explain all the facts; if we go more into detail we see that from the small to the large animal, the brain-weight increases less rapidly than the surface.

"Now there are in the organism some surfaces with more and some with less rich innervation, which fact ought to play its part in determining the cerebral weight. . . . We wish to call attention to a recently discovered relation which has been rapidly generalized—the influence of the retinal surface on the brain-weight. The eye has a richness of innervation incomparably greater than the skin. Experiment has confirmed what reasoning might make us expect—the preponderant influence of the eye on the weight of the brain."

This fact, we are told, was observed first among fish. Of two nearly related species on the coast of Brittany, the smaller has the larger eye and also the heavier brain. The same thing is manifest in numerous animals. Lapicque has shown that among rodents of very different brain-weights this corresponds, not to the size of the animal, but very closely to that of the eye. Thus the brown rat is on an average nearly 40 per cent. heavier than the squirrel. Its eye, however, has about half the diameter of the squirrel's, and its brain weighs less than half as much. Some writers have divided the brain into two parts, one of which, embracing the inferior centers, depends, they say, directly in size on that of the body, while the other, composed of the higher centers, varies in size with the psychic values. This is all wrong, Mr. Langier assures us; the lower centers, no less than the higher, are conditioned, altho indirectly, on the richness of innervation of the sense-organs. The writer then makes this appeal to his readers:

"We have set forth these facts, primarily because of the interest of the question, but also because we hope that some of our readers may be able to give active aid to the scientists who are now engaged in studying this point. All these who own a balance of some sensitiveness may render great service to science by ascertaining facts and figures—all those who hunt, who fish, who have daily under their hands animals, sometimes rare ones, whose brain-weight is either unknown or known imperfectly. . . . . .

"The facts wanted are: body-weight, brain-weight, ocular diameter. They should note also facts known to them about the animal in question; thus they will contribute on their part to the clearing up of one of the most interesting problems that modern anatomy and physiology are called upon to solve."—*Translation made for* THE LITERARY DIGEST.

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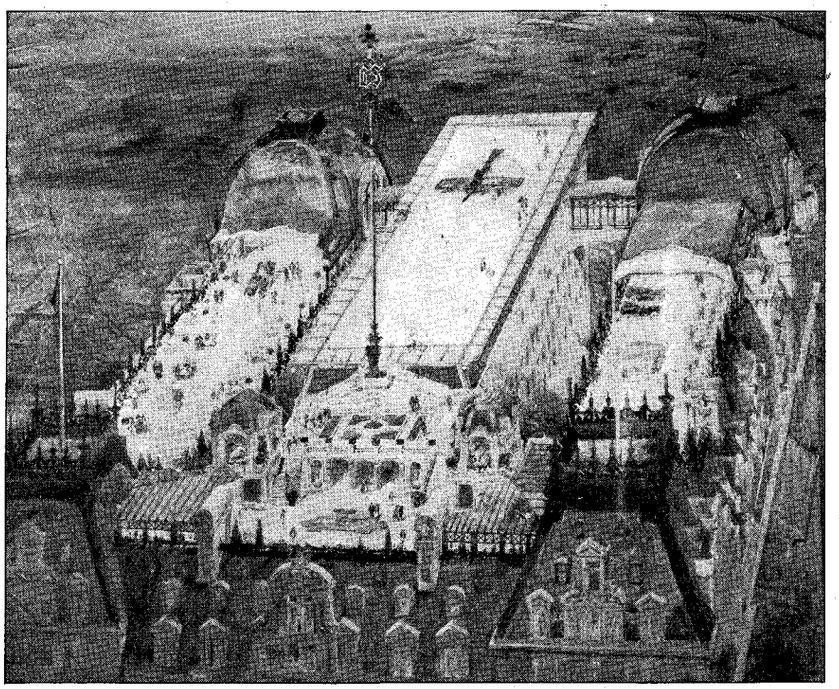
TO HALT INCOMPETENT SURGERY

ANY MAN with the degree of M.D. is at present legally competent to perform major operations in surgery. That this is wrong, and that it should no longer be permitted, is the opinion of the Clinical Congress of Surgeons of North America, recently assembled in the city of New York. This body, described by the New York *Sun* (November 16) as



From "The Technical World Magazine," Chicago.

LANDING PLATFORM FOR AIR-CRAFT ON A PHILADELPHIA HOTEL ROOF.

"the greatest assembly of surgeons in American history," went on record in favor of requiring that every physician in the United States and Canada shall have been recognized and registered as a competent surgeon before he is allowed to perform surgical operations. The resolutions propose that colleges and other appropriate authorities be vested with the power to award supplementary degrees to physicians qualified for surgical work and that the standard be set by national legislation. Dr. Franklin H. Martin, of Chicago, introduced the resolutions, and in support of them he said:

"I believe that this largest organization of surgeons on the American continent should assume the responsibility and the authority for standardizing surgery. This can begin at once by this body authorizing the appointment of a thoroughly representative committee, which committee shall have the power to act alone or in conjunction with other committees invited to join them, along the following lines:

"It should formulate a minimum standard of requirements which should be possest by any authorized graduate in medicine who is allowed to perform independently operations in general surgery or any of its specialties.

"The committee should consider the desirability of listing the names of those men who desire to practise surgery and who come under the authorized requirements.

"The committee should seek a means of legalizing under national, colonial, State, or provincial law a distinct degree supplementing the medical degree, which shall be conferred upon physicians possessing the requirements recognized by this law as necessary to be possest by operating surgeons.

"It should seek cooperation with the medical schools of the continent which have the right to confer the degree of M.D. under the recognized standards and should authorize those colleges to confer the supplementary degree of surgeon on such of their graduates as have, in addition to their medical course, fulfilled the necessary apprenticeship in surgical hospitals, operative laboratories, and actual operatory surgery.

"The committee should authorize and popularize the use of this title by men upon whom it is conferred, and its use should especially be urged in all directories of physicians in order that the laity as well as the medical man can distinguish between the men who have and the men who have not been authorized to practise surgery.

"I believe that the time has come for a concerted action on the part of the great body of thinking surgeons on this continent to insist that the surgeon of the future shall not only be thoroughly educated in the science of medicine, but that he shall have a thorough training in the technic of surgery under the direction of a practical surgeon before he is legally or morally allowed to operate upon the public."

The resolutions were adopted unanimously.

ROOF-LANDING FOR AVIATORS—Fliers are to be welcomed on the roof of a new hotel in Philadelphia. The idea of utilizing roofs as landing places for aeroplanes is by no means new, but apparently the Quaker City is to be the first town to put it into practise. Says a writer in *The Technical World Magazine* (Chicago; December):

"Philadelphia soon will be the first city in the country to have a hotel equipped appropriately to receive guests who may arrive at the hostelry in aeroplanes. On top of the main portion of the structure, a score or more stories above the street and higher than the top of any other building in the vicinity, there has been erected a commodious landing platform, upon which all forms of aerial craft will be capable of alighting with perfect safety. The platform is one hundred feet in length and fifty feet in width, with a portable section which can be added to make it eighty feet longer if desired. Around the edges are a series of buffers, composed of ropes weighted here and there with sandbags, to catch a plane should an aviator be unable to check its momentum in time to prevent a plunge to the street-level. Another feature which will make the hotel unique, and which will be added in the near future, will be two elevators capable of handling the largest automobiles and connected with a roadway running around a portion of the roof so that an aviator may step directly into his car."

WELLS THAT FILL BY NIGHT—If you depend for your water-supply on certain natural wells in western Australia, you must draw it after dark, otherwise you will be apt to fail to find it. These remarkable springs are filled by night, but the water withdraws into underground passages by day, to return again at twilight. The cause of this action is not yet clearly known, altho this note in *Cosmos* (Paris) suggests an explanation:

"There are singular wells, in the deserts of western Australia, that, altho dry all day, furnish water abundantly during the night. The arrival of the water is announced by a whistling of the air as it escapes from the ground forming the bottom of the reservoirs. Dr. Malcolm Maclaren, who has studied one of these curious geological phenomena, has shown that the water reaches these wells through a long, narrow passage starting from a cavity formed of a fine stratum of gneiss. . . . He thinks that in the heat of the day this layer swells and, descending into the cavity, forms a depression in which the water collects; when it grows cool the layer contracts and drives the air and the water into the passage communicating with the well. This explanation is only partly satisfactory."—*Translation made for* THE LITERARY DIGEST.

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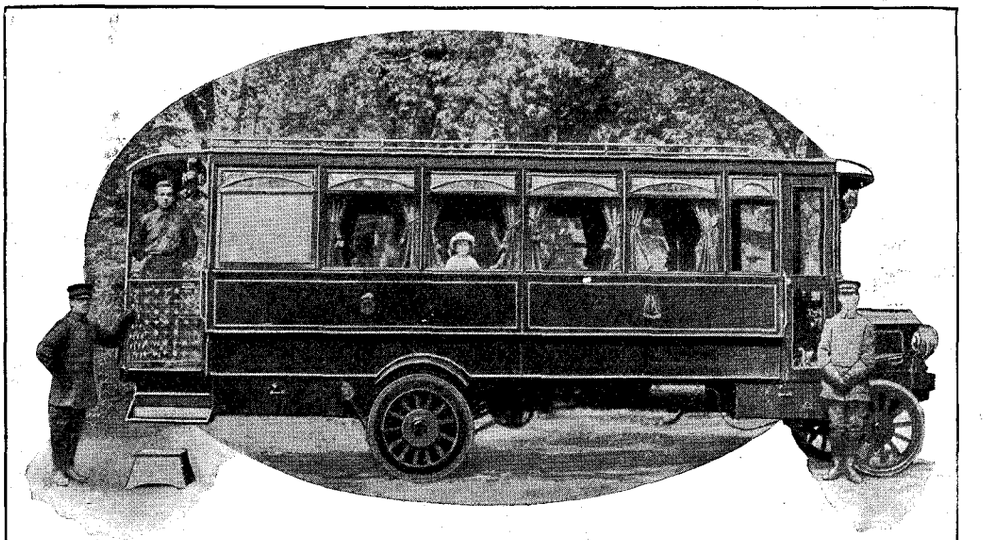
ACETYLENE'S NEW VICTORY

A SUDDEN SETBACK, after its initial success, occurred in the acetylene-gas industry, due partly to the rise of other cheap and effective illuminants, and partly to the fear inspired by a few unfortunate accidents, in which reservoirs of the gas exploded with disastrous results. Manufacturers of calcium carbide turned their attention in other directions, and such acetylene as continued to be used was stored in liquid solution, instead of under pressure. For movable sources, such as motor-headlights, acetylene is still the only suitable illuminant, and in the oxyacetylene blowpipe it has furnished a new and powerful agent for cutting and welding metals. Of late an effort has been made to regain for acetylene its former status as a general illuminant, especially by using it with incandescent mantles. Says a writer in the *Revue Scientifique* (Paris, November 9):

"Here is met a difficulty due to the insufficient resistance of mantles under the shock of injected gas.

"Acetylene requires, for a given volume, a considerable quantity of air; it has thus been necessary to give to the jet of gas a high velocity. . . . Ordinary mantles are not strong enough, under these conditions. Thus special mantles must be made for use with acetylene—mantles that are solider and not so large as those commonly used.

"While a cubic yard of ordinary illuminating gas furnishes about 5,000 heat-units, the same volume of acetylene furnishes 7,000; thus is obtained a much hotter flame. . . . Now the heat of the flame is the fundamental condition of the efficiency of a mantle. This is one of the advantages of acetylene. Owing to the use of extra-strong mantles, this gas has made it possible to reduce the cost of production, per candle-power-hour, notably below what it is for coal-gas and electricity. This price, in fact, never gets higher than five cents for 1,000 candle-power-hours, which is extraordinarily low, when we consider that electric light costs to produce in Paris nearly 20 cents per 1,000 candle-power-hours. We are thus led to give up the illuminating power which is a property of acetylene itself, and to rely henceforth on its heat of oxidation to obtain a light whose efficiency is double that from the 'butterfly' jet, brilliant tho it was. We thus see once more of what practical interest is the use of the rare earths, to which we owe nearly all the progress in lighting that has been accomplished for fifty years past."—*Translation made for* THE LITERARY DIGEST.



Courtesy of "Popular Electricity," Chicago.

A HOTEL ON TIRES; AN AUTOMOBILE WITH "ALL THE COMFORTS OF HOME."

A HOTEL ON TIRES—An automobile for long-distance trips, built and furnished like a small Pullman car, assuring to the occupant luxury in travel, together with independence from hotels, has been built by U. H. Dandurand, of Montreal. On a 3-ton Packard truck chassis he has mounted a body whose interior arrangement is similar to that of a private railroad car. Twenty-five persons are easily carried on short trips, and for long journeys there are accommodations for the comfort of eleven, including chauffeur and cook. Says a writer in *Popular Electricity* (Chicago, December):

"The body is twenty feet three inches over all. The compartments consist of a stateroom for the driver in front, a ladies' stateroom with sleeping-room for five, a men's stateroom with quarters for four. This section is also the dining- and smoking-room, with two extension tables and a folding desk. In the rear is a kitchenette, compact and complete from stove to refrigerator.

"The interior of the car is finished throughout with solid mahogany and the drapings are very luxurious. The carpet is of the Pullman type, also green to match the rest of the fittings. There are four telephones in the car to connect with the chauffeur, besides the electric car-bells. Lighting arrangements are perfect, and consist of dynamo and two large accumulators with a capacity of 160 amperes. The front of the car has six lights—two electric, two gas, and two oil. The rear has four lights, one ordinary red tail-light, one electric dome-light, and two railway signal-lamps with red, green, and white lights.

"Under the body-floor are five lockers containing planks to reenforce weak bridges, blocks and tackle, and an entire touring emergency outfit."

LOOKING FOR SOME LOST RADIUM—The classic search for a needle in a haystack can no longer be quoted as the typical quest for the undiscoverable. Even the citizen of the comic journal, looking for the far-rolling collar-button, pales into insignificance beside the chase, tedious but exciting, after a tiny particle of radium, now being made by a firm of chemists in Birmingham, England. The story goes, as abstracted from *The Daily Mirror* (London), by *Popular Electricity* (Chicago, December), that this precious particle, worth about $486, is only one-thirteenth of a grain in weight. The searchers hope to recover it from a quantity of ashes taken out of a bedroom fire grate. It seems that—

"The firm hires out radium, and this particular portion, contained in a little holder known as the applicator, to which it was attached by strong varnish, was let to a local doctor. After applying the radium to the body of a patient, the doctor removed the applicator and the surgical dressings at the same time, and inadvertently threw both onto the bedroom fire. As the bandages flared up, the doctor realized his mistake, but it was too late to rescue the radium, for the varnish had perished, and the precious particle had mingled with the cinders.

"Collecting all the ashes in the fireplace, the doctor placed them in a cardboard box and sent them to the owners of the radium. Tests were applied, and these showed the ashes to be radioactive and to contain 4.5 out of the five milligrams (one thirteenth of a grain) of radium originally contained in the applicator.

"It is proposed to reduce the ashes to powder by slow ignition in oxygen—in fact, to heat the concentrated ashes by the same method as that used for the extraction of barium. The process is difficult and will take a considerable time."

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SCANDINAVIA'S ART MESSAGE

FRENCH PICTURES, Spanish pictures, German pictures, have come to us on pilgrimages seeking appreciation. Now it is the turn of Scandinavian art, and an itinerant exhibition of works by the more or less unfamiliar painters of Northern Europe is open in New York, to go from here during the winter to Buffalo, Toledo, Chicago, and Boston. When the work of the unknown Sorolla first broke upon the gaze of New Yorkers it created a furore and extra police were necessary to regulate the crowds that besieged this art exhibition. What will be the interest created by the countrymen of Ibsen, Strindberg, and Brandes? Anders Zorn we know and have entertained here, Thaulow's swirling waters have been shown in many an art store; but the major art of the north remains almost as locked as the frozen country whence it comes. Before the eighties of the last century it had only the "bituminous darkness" of Munich and Dusseldorf to show—things our own painters were likewise occupied with. Then Scandinavia, like all the others, veered around to Paris, and learned the cult of impressionism. But her painters, grouped in the little village of Grez in Fontainebleau, began to hear the call of the north: "There is spring in the air—or is it the surge of your blood? The breeze is from the north, but gentle because from home. Longing, I am pining to see the red of the farmhouses, the white birches, the dark forest, and its still pools—and for the yearning of the north itself—come home!" These were the words of one of them, Richard Bergh, a Swede, to his fellows, "sunning themselves on the banks of the Seine or imbibing the false romanticism of New Italy."

"TWO SMALL GIRLS."
By Erik Werenskiold.

"The Norwegian is as proud of Werenskiold and Munthe as of Nansen." The pictures in these pages are reproduced from canvases shown in the Scandinavian Exhibition.

They made their declaration of artistic independence, says Henry Reuterdahl in *The Craftsman* (December), and "poor, but filled with red-blood enthusiasm, this band of freethinkers returned to their own land of snow to batter down the Academic stay-at-homes." Mr. Reuterdahl was born in Sweden, but has become an American and his work is familiar to all. He writes with first-hand knowledge, of an art that grows "out of the heart of a race":

"The art of the north shows countries of violent contrasts, of powerful colors, of strong light and inky darkness; the lines are severe, the mountains dark and heavily silhouetted against the pale summer night. . . . With fired imagination the northern man has developed a peculiar sense of patriotism in paint that seems to exist nowhere else. He is a fanatic, no longer a world-drifter—his own land is too beautiful, his own people too wondrous, and the common things in their everyday life glow to him in Homeric light. Of a primitive race he worships the lowly, the toilers of the soil, the seafarers; for him the city crowd—they are only to buy pictures or sit for portraits. The intense individuality of the northern art is but a direct outcome, racially and nationally, of the strong insularity and ingrowing patriotism of the Scandinavians. Their traditions are so old, so gripping and so simple—the sagas of the Vikings stir even the most jaded. The countries, except perhaps little Denmark, are so wrought by nature that unconsciously the small, the futile and puerile fade away and only rugged sincerity and vital expression can face tradition of nature or time. Then, too, the remarkable homogeneity of the Scandinavians as a race contributes its quota of strength and depth to all their expressions, literary, artistic, musical. Be the artist from whatever section he may, he is sure that his countrymen as a whole will understand what he is trying to say and know if his message is sincere. The bond of blood is so deep that whatever foreign element is introduced, it is at once fused with the whole—even as Grieg, half Scotch, became wholly Norwegian.

"It is that common pulse, that rhythmic throb, that glow of Sweden for the Swedes, Norway for the Norwegians, which make their arts as easy to recognize as is the Northman by his geographic habitat or physical trait. And in spite of, or rather because of this homogeneity their painters have been free to cut loose from the stereotyped and sing their own lays to any melody they chose.

"That love for the open, the tradition of the homestead, has driven the northern painters out of the cities to settle among subjects which inspired their brush. Their homes are fashioned like those of the locality, not foreign villas but fitting the soil. Like Winslow Homer they live the life they paint, but not as recluses, curiosities to the neighbors. Nor is theirs a life apart, as with us.

"The Norwegian is as proud of Werenskiold and Munthe as of Nansen. The Swede smiles over his own Carl Larsson and buys another picture-book of the Larsson kiddies. Zorn celebrated his fiftieth birthday congratulated by Prince Eugen, who as representative of the throne arrived by special train offering the greetings of the King; the selectmen of the village suspended meeting and in a body paid their respects, and the peasants came in a torchlight parade—all just to honor a painter. It may not be within the scope of this article to surmise in all probability that Winslow Homer, America's great painter, crossed his half-century mark stimulated by his own society, a bottle of beer, and a ham sandwich. And honor does not come alone to these men, *their pictures are bought.* At a recent exhibition in Stockholm paintings to the value of sixty-five thousand crowns were sold the first week—this in a town of the size of Cincinnati.

"The writer suggested some years ago an exhibition of Swedish art in New York and the plans were laid before Karl Wahlin, art critic, the Huneker of Sweden. The reply read that the day should never come when Swedish painters would have to go abroad for support. This view, insular and even narrow, illustrated the position of the northern painter, who having a market in his native land is encouraged by his own people to do what he feels, and three meals a day plus a smoke are great factors in a man's development."

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One of northern blood finds it difficult absolutely to characterize the different tendencies in Swedish and Norwegian art, says this writer. The Norwegian "may be more uncouth, more rugged." It is easier to place the Dane:

"His art is like his country, pleasant, with easy-going, rolling lines, flat stretches. The domesticity of the Dane, his fondness for the good things in life, his jollity, all crop out in the national art. It does not tear your emotions, you do not argue about it as you do over Ibsen and Strindberg—you are just pleased. The vein of the national temperament, the droll whimsicality, as in Hans Christian Andersen, is to the fore in modern Danish art—of course exprest in the technic of the day and like all good art dealing with its own time. Germans stay at the cafés, but the Danes at home, and so Viggo Johansen visualizes the family ties and the unity of the hearth. His pictures, somewhat akin to those of Simon, are marvels of fresh paint, lamplight effects, mother and children around the fire or the Saturday bath. . . . . .

"Now the northern painter is honest, with him technic is only the means, and like Van Gogh, he looks for the soul of the thing. His pent-up emotions, the intoxication of patriotic painter-pride over the beauty of the fatherland fires him and without knowing how or why he has given out that indescribable something which is more than paint surface. And when simple toilers make a shrine to the memory of a dead artist it is not because of his painting but because of that which lies behind it. In the islands of Lofoden, up the coast of Norway and above the Arctic Circle, lived Gunnar Berg. He painted the fishers and their storm and stress, and the gull-laden rocks. Berg died, but his studio stands there to-day filled with warm rich canvases, painter-joys, a set palette, fat paint tubes—just as if he had gone outside for a smoke—a mausoleum from horny-handed fishermen."

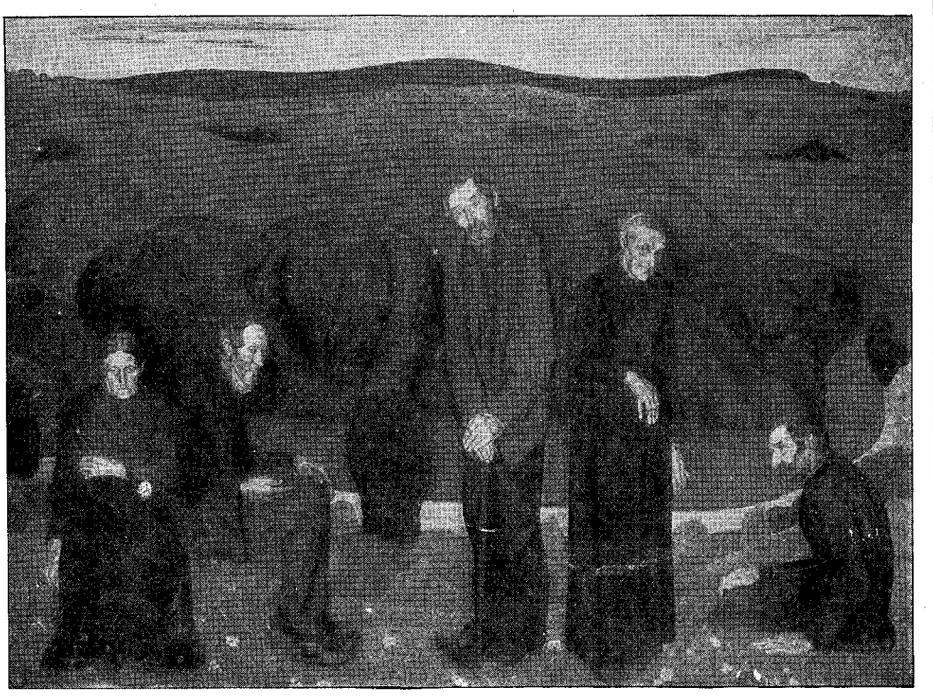
Mr. Reuterdahl quotes a passage from a little volume, "Sweden as Seen by its Artists," by Carl Laurin, and finds a note there that should be struck, he thinks, by our own home painters. It runs:

"Stockholm sleeps—in the church of the knights the chimes peal over city and water; one thinks of the great who sleep in the vaults beneath—of all those who have written and worked down in the city—and the thought goes afar, south and north, to the north under the midnight sun and with thanks we remember those who in song and paint have shown us the precious beauty of our Fatherland."

And he observes:

"When the time comes that the people of the United States rise to such deep sense of appreciation of their poets and painters—then we shall have a truly national art, no longer an echo of abroad. These northern nations of Europe not only materially support their artists, but look upon them as national assets, figures of importance in their spiritual development. The land here is as beautiful as any, even more; our people interesting and paintable, the wonders of out great cities stirring and immense. In the fusing of races there have arisen big American painters, Winslow Homer, the greatest national figure; and among the younger living there are men whose art belongs here exclusively—Bellows and Luks, the most American of all. But even a century of painters can not establish an art national in spirit without the encouraging support of the people.

"And this shall be America's great lesson from the north."



EVENING BELLS.

By Einar Nielsen (Danish).

Danish art in general "does not tear your emotions." Nielsen shows you a pensive life of low vitality.

A STRIKE TO END SCHOOL NIGHT-WORK

A REIGN OF ANARCHY, at least for a time, is what the editor of *The Ladies' Home Journal* seems planning as a climax to his attack on the public-school system. In four issues he has been trying to prove that the system is a failure. One of the attacks we quoted, and, later, the reply of an educational journal. Now he aims to reform one feature of the system out of hand by a nation-wide strike of parents against evening work. Little eyes are no more to blink sleepily for hours over "examples" that won't come out right, and father and mother will not have to cudgel their brains over forgotten rules of algebra, if Mr. Bok has his way. During the Christmas holidays there is to be a wholesale conspiracy between the parents and the Philadelphia editor to eliminate work at home. The plan is set forth in the January issue, which will reach the parents five days before Christmas, affording time for action. Principals and teachers of the schools can do nothing at present to effect a change, it is pointed out, because they are paid to do as they are bidden. The men who comprize our boards of education are "either indifferent to the situation, or ignorant of it, or too much engrossed in other affairs to give the requisite attention to so big a problem." They would really act, this journal thinks, "if the way were pointed out to them." So the parents are urged to "take hold of that part of our ineffective system that spills over into their homes, the useless and really dangerous practise of carrying books home and asking pupils to do evening study." In this way:

A STEP THAT EVERY PARENT CAN TAKE

"The schools are now closed for the Christmas holidays. There would be a tremendous jolt felt by the whole futile system, if, before the schools open again after the holidays, each father (or mother) would convince himself of the wisdom of having his child's lessons end with school hours just as his own business ends with office hours; in other words, that there should be no books brought home, no lessons studied in the

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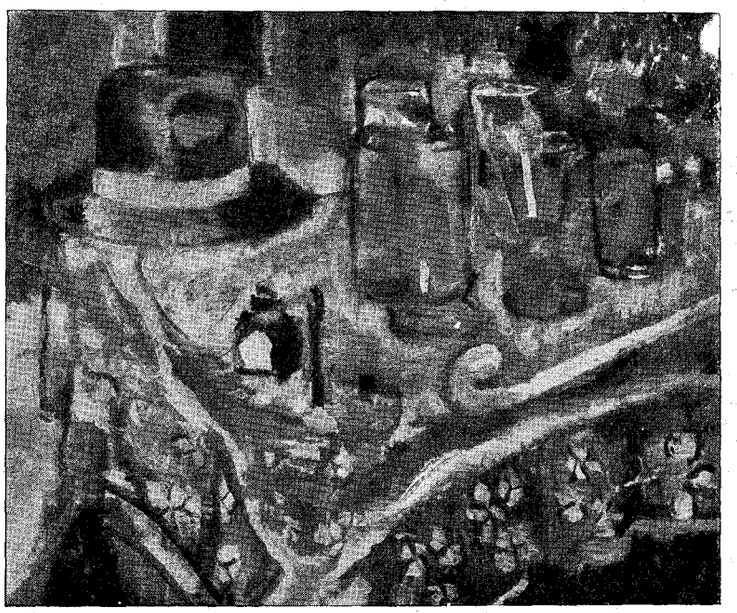
evenings. Of the physical and mental folly of evening study by a child every parent can easily satisfy himself. Then, having satisfied himself on this point, let him write a simple note to the principal of his child's school, or to the president of the local board of education, saying that he will permit no home study, and that all lessons given the child to do at home will be brought back the next morning untouched. A parent so acting is entirely within his rights as the supporter of the schools; he is acting for the wisest physical and mental interests of his child; and where his example is multiplied by a score, or a hundred, it will compel an entire readjustment of the studies so as to bring them within the school hours, with the result that it would be a question of the survival of the fittest, the elimination of the useless and the introduction of sane methods that would teach a child how to study rather than ask him painfully to dig out a lesson, learn it, and repeat it like a parrot. There are further steps, but this is the first. In other words, the parent's absolute refusal to let his child study in the evening can be made the most effective entering wedge for a readjustment of a magnificent institution gone lamentably wrong."



STILL LIFE.

By Ludwig Karsten.

This picture proves that the newest French movements in painting penetrate Scandinavia as well as other parts of Europe and America.

Some of the leading public-school educators have been asked to give their opinion of this proposal. One principal of a high school in the Middle West votes to try it and draws a picture of the "comedy" of children's night work:

"In a million homes all over the country there is acted nightly the comedy of fathers and mothers teaching the children their lessons, with the teachers playing the detective the next morning to see how well the parents have done the work of instruction. The ordinary interests of the home are superseded, young children are kept up nights, and, perhaps worst of all, the children in the schools are kept parroting off text-books without ever learning how to go to the heart of the lesson. In this home study everything flattens out into a dead level of listlessness. The child in unfortunate circumstances loses interest, fails, accepts failure as his lot in life, and leaves school as soon as possible. The child whose parents can help in the preparation of lessons is coddled along from day to day without learning the most important lesson the school should teach—namely, how to study.

"It is perfectly true that the school can't do all that is expected of it within the present hours. It is equally true that home study has become a nuisance to the children. The only way out is to give children more time in the school with the teachers to teach them."

One principal has already tried the scheme, and found it to work:

"For years in my school no child has been permitted to take home text-books, except in the highest two grades, without special permission. Where parents asked the reason I showed them that a child would get more out of his school-books if he had them fresh in the regular course in school hours than if he took the attractiveness out of them by hasty and unmethodical use of them at home. I also showed the parents that if a child paid good attention to his work during the regular hours of school he accomplished a day's work, and his next day's work should not be deadened by poring over tasks of a similar nature at night. Just as our trade-unions put a premium on overtime work, with time-and-a-half pay, so the child's training and mentality should be looked after, since surely they are worth quite as much to the child as the workman's skill and strength are to him."

A most conclusive argument is the personal experience of the principal of a large New Jersey school who tried to ascertain from a series of answers to questions how much the pupils actually studied at home. The results were:

"Only 21 per cent. of the two hundred and seventy-eight pupils acknowledged that they really studied at home. The records of these studious ones were looked up and there was found no tendency to improvement from grade to grade.

"A large majority of the two hundred and seventy-eight acknowledged that they habitually neglected their home lessons. The records of those were also looked up, and it was found that their progress was affected to a very slight degree, if really at all, by their failure in home study.

"The results plainly showed that all home lessons could be abandoned, with the work better performed in the classroom—provided, of course, that regular study periods were arranged.

"I am inclined to believe that further investigations conducted along similar lines would bring out similar results. If this be so, the children of the grammar schools are themselves taking care of the question of home study in unmistakable fashion."

ATTACKING "EAST-SIDE" ENGLISH

A TERRIBLE WARNING for us is seen in the assertion of the late Professor Skeat that the speech of the humbler classes tends always to become the speech of the educated. Thus, he declared, Cockney would work its way upward. If that is so, why may not the jargon of New York's East-side also have the same tendency? When Mr. Henry James was in New York, noting the changes that had come over its people since his early days, one of his chief concerns was with the speech he heard in everyday use, tinctured with so much of the alien tongues of our European population. The Board of Superintendents of New York schools have recently awakened to the dangers of the situation, and have issued formal instructions to teachers to attack this problem. When high school pupils say "t'row" for throw, "toin" for turn, "goil" for girl, "lawr" for law, "thoyd" for third, these officials rise up and say such English is not to be tolerated in New York. The New York *Herald* gives these abstracts of the new mandate:

"According to the instructions, which have been issued in the form of a brochure, copies of which now are ready for distribution from the office of William H. Maxwell, superintendent, mispronunciation of 'ng,' final or medial, is common. Final 'ng' (as in 'sing' or any present participle) frequently is pronounced as 'nk' or less commonly as 'ng.' Medial 'ng' frequently is mispronounced. Singing is pronounced 'sing-ging.' Finger is mispronounced as 'fing-er,' single as 'sin-gle,' linger as 'ling-er,' hanger as 'hang-ger,' and 'len'th' and 'stren'th' are used for length and strength.

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"'With' is made to rime with 'pith.' The most common mispronunciation of vowels is the confounding of the sounds 'oi' and 'er.' Thus join becomes 'jern,' and oyster is transformed into 'erster.' Third becomes 'thoyd,' girl is 'goil,' turn is 'toin' and lurch is 'loich.'

"The superintendent calls attention to the fact that the sound of 'r,' initial or medial, frequently is rendered as 'w,' as 'wed' for red and 'sewing' for soaring. It also is declared that in many instances the final 'r' completely disappears, as when car becomes 'cah.' On the other hand, it is asserted that an 'r' often is inserted or added when none ought to be heard, as 'I saw-r a ship' and 'Emma-r's got a dog.'

"There are several other imperfections of speech to which the attention of the teachers is called, with the request that care be taken to correct the pronunciation of pupils whenever necessary. The educators also are cautioned to supervise, as far as possible, the reading habits of high-school students so as to stimulate within them a desire for the best books, stories, and plays, this being regarded as the best aid to the use of correct English in contradistinction to 'English as she is spoke' the world over."

HAROLD SOHLBERG.

Painted by himself.

A representative of a new romanticism, the characteristics of his work are unlike any other of the Scandinavians.

AS THE BULGAR THINKS

BLOODSHED, insurrection, and massacre are often the inspiration of the folk-art of Bulgaria. Her legends and songs depicting such deeds of terror often mingle with the fragrance of the roses of Rumelia and the echo of the "sad soft sighing of the mountain pines." Some glimpses into the heart of the Bulgar are afforded by a selection of his folk-lore, his proverbs, and folk-songs compiled by Pencho Slaveikoff and recently rendered into English. This volume is dealt with by Kate Arthur in the Cleveland *Plain Dealer*, where we read:

"Most of these songs, says Slaveikoff, live only in the voice, altho without his flute no shepherd could endure the solitude of the parched lands of Dobrudja or the dismal darkness of the Balkan woodlands.

"Strange trios of drum, violin, and clarinet wail mournful melodies at weddings, while the folk-dances are weirdly played by flute, fiddle, and bagpipe.

"Three names stand out in the collection and preservation in verse of the folk-lore of the Bulgars; Pencho Slaveikoff, a journalist, warrior and poet, who among other things is noted for his translation of the Bible; Stephen Verkovich, of Bosnia, and Dmitri Milandinoff.

"It is to Pencho Slaveikoff, the most picturesque character of Sofia, to whom we owe these delightful bits of verse and impressive martial peans. Slaveikoff is essentially a Nietzschean. He has spent much of his time in Germany studying that philosopher and his followers. Slaveikoff's nature surges with the revolt characteristic of his countrymen. It burns through even his compiled verses, and rises to white hot heat in his own creations.

"His translators call him the caged lion of Sofia, because he irks under the confines, the familiarity of his town where every one knows him, where, when he enters queer, out-of-the-way eating-houses, brigands and insurgents of every class rise up and hail him as 'Our Poet.'

"The tonal color of a mighty funeral theme with the wail of the mourners weirdly interwoven pervades the poem, 'Vela, Velika':

VELA, VELIKA

(A Bulgarian Folk-Song)

Vela, Velika!
White robes are you washing,
Black robes do you wear.
Is it a mother
You mourn or a father?

Comrades, my comrades,
It is not a mother
I mourn nor a father,
My heart is so lonely
Because of my lover.

With the insurgents
Sallied he forth,
Behind the insurgents
At their home-coming
Came sadly his horse.

A saddle he bore,
Whereon was a paper,
Whereon there was written,
Vela, Velika!
Say what was written.

Comrades, my comrades,
Thus said the paper;
Vela, Velika!
Take thou a husband,
Wait not for me.

I was betrothed,
Then I was married,
Far, far away,
In a foreign land,
Not of my will.

Dark earth was my bride,
The guests at the wedding,
Were Turkish soldiers,
And for my choristers
Had I black ravens.

"The same dirge-like quality is carried out in the following bit of verse:

The wind is blowing over the fields,
But out of my heart it sweeps not the darkness.
I would that the wind should be made of my sighs,
And it will surely find my beloved,
It will sing him a desolate song;
It will sing till he thinks of me.

"Turkish invasions and the misery and degradation they are wont to carry with them were never more graphically depicted than in a Bulgar song which reads:

BULGARIAN FOLK-SONG

The voice of the herald is crying:
'Vela, young widow, turn up your sleeves—
The Turkish Army approaches,
Make ready the food and the beds,
Bring up the wine from the cellar.
You'll carry no weight in your heart,
Whatever you carry beneath it.'
And thus the young widow replies:
'Herald, warn me no more.
Their ways are well known to me,
Their troops have dwelt in my house,
And they have left it as waste,
As waste as my widowed heart.'"

Here are a few of the Bulgar's proverbs:

"Good or bad, it matters not—they are all Bulgarian.
"God is not sinless; he created the world.
"Water and women go as you direct them.
"Only the nightingale can understand the rose.
"The poor fellow—he knows not the meaning of tears.
"Who lives in sin is buried alive."

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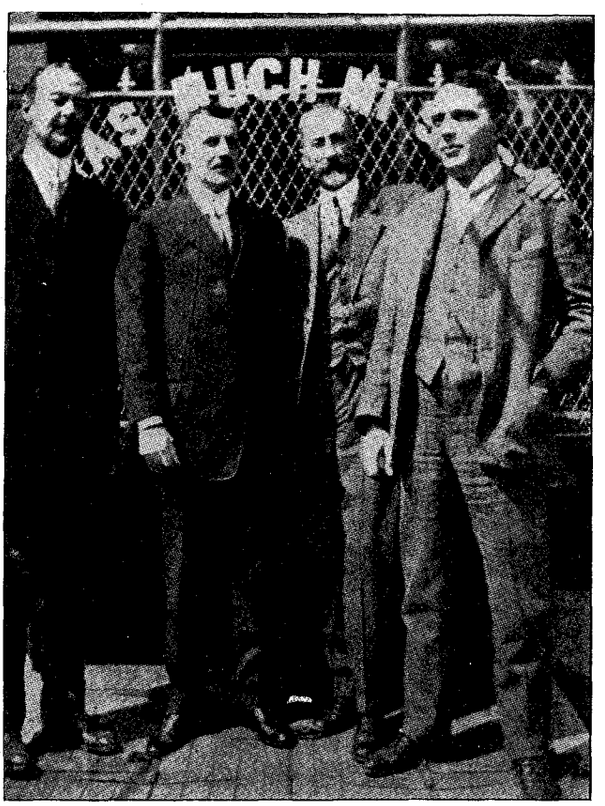
THE UNDERWORLD REDEEMING ITSELF

RARELY does the underworld try to redeem itself; it mainly depends upon those who are not of it, and who really only know it imperfectly. But a mission exists in Philadelphia that began its work under the direction of four "hoboes." There is no other word so descriptive, and it is the one they own for themselves. Of these four men three descended to the depths through drink and dissipation; one was born there and simply had to adopt its ways. They reformed themselves, however, and then turned to help reform others of their kind by founding the "Inasmuch Mission." Their equipment for their work was complete, for "they knew from personal experience every scheme and subterfuge of the impostor, and they believed that by a sane, sympathetic study, through daily association, of those who had been restored to a semblance of their normal selves, they would be able to select the 'wheat from the tares.'" Their story is told and the mission they founded in the Quaker City described by Blair Jaekel in the December *World's Work*. First let us introduce the four:



FOUNDERS OF THE "INASMUCH MISSION."

Taylor, Tyler, Lawrence, and Long, the four "bums" who redeemed themselves and then set about redeeming Philadelphia's tenderloin. Their aggregate capital at the start was twenty-seven cents.

"Arthur W. Taylor was a college man. He had been brought up in a Christian household by Christian parents. His ability had crowned him early with success, and before he had turned twenty-five he held a high-salaried position as a traveling accountant for the Standard Oil Company. But the subtle, mysterious workings of rum 'got him.' He lost his position; his friends discarded him. He took to 'the road,' and for years he followed the tramp-routes of the continent.

"A scion of one of Virginia's oldest families was the second of the quartet, George A. Tyler. He lived respectably with his wife and family in a quiet Southern town. An associate with his father in the lumber business, prominent in church and social circles, he had everything to live for. An occasional drink at his club started him on the downward path, and little by little he lost his self-control. In time even the environment and responsibilities of his home had no influence. He left town, after five years of active business life, and fell rapidly to the level of a common tramp, roaming over the country and begging enough money with which to satisfy temporarily his thirst for strong drink.

"Randolph M. Lawrence was a civil engineer. His parents were wealthy, and at the time he commenced his career his prospects for the future were far brighter than those of the average man. Unfortunately he acquired the habit of drink. Through the medium of various so-called 'cures' he tried in vain to stop. Finally he left home rather than bring disgrace to his brothers and sisters. For fifteen years he fought; but when he rode into Philadelphia on a freight, discouraged at heart and emaciated in body, only the cheapest and most virulent brands of whisky seemed to appease that ever-increasing craving.

"The only one of the four who did not fall was George Long. Born and brought up a true son of the tenderloin, he had nothing to fall from. At fourteen, having been already thoroughly schooled in the ways and means of the underworld, he launched himself upon his career as a 'grafter.' He soon acquired the uses of cocain and morphin as stimulants. He told me he had been a 'sniffer' and that the cartilages of his nose were eaten away from sniffing the drug as a man would use snuff. For twenty years he had been an habitué of the dens of vice in the large cities. He knew his Chinatown like a book, and under the somnolent influence of opium he often spent weeks at a time in the mole-holes of the Chinese segregations. After a while the sight of him even became repellent to the keepers of the lowest resorts, and he had been thrown out time and time again from the filthiest brothels in several cities. Long was married last December, and he told me that his wife was the only decent woman he had ever known. He has not touched drugs or liquor in three years, and he has built himself up in weight from 118 to almost 200 pounds."

The four men sometimes met in a Vine-street Mission. The three who had descended had still hopes of regaining their self-respect, and they told each other the story of their lives. Finally, as acquaintance ripened, they met one evening and formed an "Inasmuch Association." This was their platform:

"We, with all humility, being four men who have been to the very gates of Hell, and who, only through the gracious love and saving power of our Lord and Master Jesus Christ, have been redeemed, herewith, this first day of February, 1911, consecrate our lives to him and his work. Our object and endeavor shall be, by the love, grace, and power of God, through his Son, Jesus Christ, to redeem the fallen, giving aid, help, comfort, strength, and sympathy, both material and spiritual, to the needy, and to do his blessed will, as he reveals it to us at all times and at all places, to hasten the coming of his kingdom."

They turned to the worst section in Philadelphia, known as "Hell's Half Acre," lying between Tenth and Eleventh streets, south of Walnut. It needed a mission, and they decided to found one, tho civil authorities told them of previous failures, and the even charitably inclined were dubious. Together their financial capital amounted to twenty-seven cents, and rents even in this sink of vice were high. The story proceeds:

"There happened to be a block of twenty vacant, ramshackle houses on Locust street, below Eleventh, owned by Dr. George Woodward. Not many months before, these houses comprized a little colony of vice in themselves. Each was connected with the other by an underground passage, so that if a crime was committed in one, the perpetrator could easily make his way from that house to another, and so on to the street and to safety. One building in the group was known locally as the 'get-away-

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house,' by reason of its numerous secret exits, and many were the shady deeds that had been laid at its door. All these were vacant for two reasons: that the owner at that time refused to rent them for immoral or illegal purposes was the first; the second was that no respectable family cared to live in the district.

"The quartet of one-time tramps called upon Dr. Woodward. They told him their plan, and made known their needs. Having been discouraged in their project by a host of others before Dr. Woodward, it was no great surprize to them when he appeared skeptical. But they so convinced him of their sincerity and of their belief in the ultimate success of the 'Inasmuch Mission' that he finally placed all twenty at their disposal rent free.

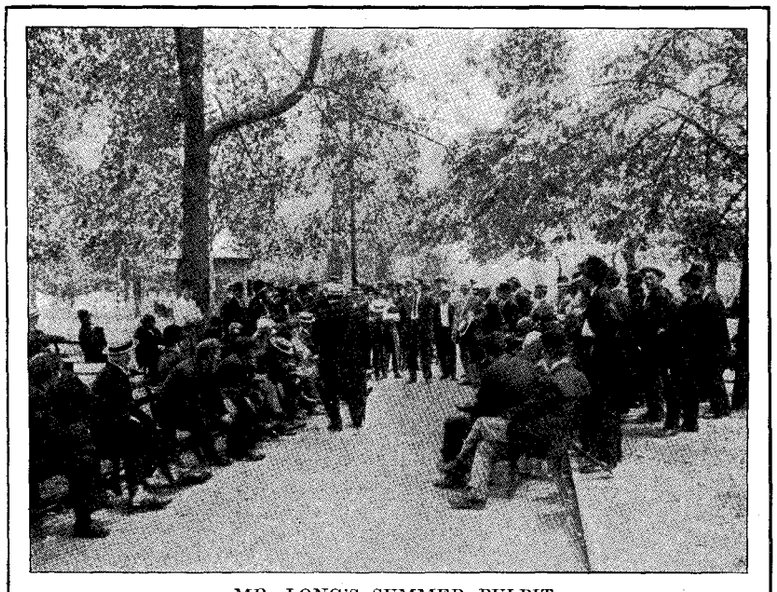
"Elated with their success the quartet returned to 1019 Locust street, took possession, and commenced forthwith to clean house.

"From this house and from the little brick buildings in the rear they carted out during the next few days eleven wagon-loads of beer-bottles, playing-cards, discarded frills and furbelows of feminine wearing apparel, and other rubbish. They scrubbed and cleaned the walls and ceilings, all the while depending upon charity for their very existence. They fitted up the first floor of the corner house as a chapel, and here, on March 24, 1911, they held their first meeting and consecrated the work of the Inasmuch Mission to God.

"These four men, through their own efforts and the assistance of voluntary contributions, not only of money, but of wearing apparel, edibles, and furniture for the mission, determined to help any man in need, providing that the beneficiary showed the desire to help himself."

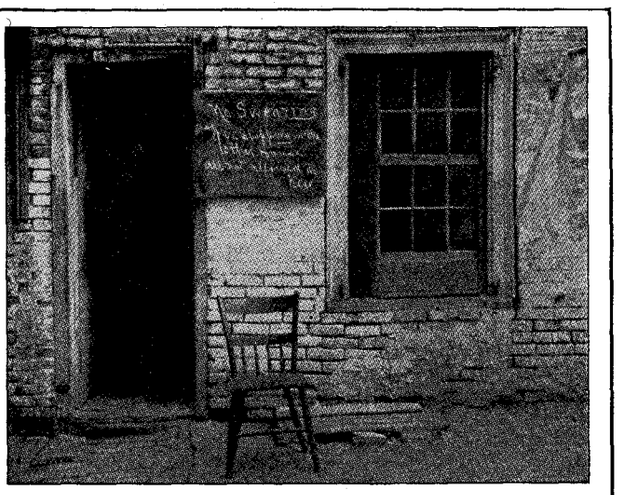
For the first six months of its life the attendance at the services of the mission totaled 14,089. Besides, 8,731 meals were served, 2,007 lodgings given, and positions were found for 96 erstwhile vagrants. Sunday-schools were attended by white and black pupils, and the neighborhood ridded of eleven disorderly houses. To-day,

"The Inasmuch Mission occupies eight of the original twenty houses placed at its disposal by Dr. Woodward. Twelve have been demolished, and on the site the mission has erected a tent in which are held the nightly meetings during the summer months. Usually some prominent minister or social worker will be invited to make the principal speech of the evening. Invariably Long or Mitchell, an early convert and now a coworker with the founders, speaks to the men, and a number of the men themselves give their testimonies. Nor are the meetings patronized solely by vagrants, past and present. Men and women from many walks of life in sympathy with the work of the mission will be found rubbing elbows with the lowest rum-soaked 'hoboes.'



MR. LONG'S SUMMER PULPIT.
Addressing a crowd in Franklin Square.

"During the mission's first year Taylor gave up the work to prepare himself for the ministry and to start another mission in the Southern mountains, and Lawrence's health broke down, so that he was compelled to leave to live with his sister, in West Virginia. Since then, until very recently, Tyler and Long have been carrying on the work. Tyler has now gone into business with his father. Long, the only one of the four left, carries on the work ably assisted by his wife. Mrs. Long is the business head of the firm. Married last December, she resigned her position as a private secretary in New York City and went to Philadelphia with her husband to live in a building which, before the existence of the mission, had been the hub of 'Hell's Half Acre.' She gave up her independence, her home, and her friends, to live upon charity in the thick of the tenderloin. This is self-sacrifice, and it takes abiding faith in a husband and full and lasting sympathy in his work—especially when the husband up to two years before his marriage actually subsisted upon sin and intemperance.



THE "GET-AWAY HOUSE."
Formerly an easy means for escape of its criminal habitués. Now it shelters homeless men at night.

"The second floor front room of the house at the corner of Locust and Warnock streets is the executive chamber of the mission. It is also the Long bedroom, very plainly furnished, but very neat and very clean. Below on the first floor is the chapel, in which the nightly meetings are held during the winter months, and a little waiting-room fringed with benches. Back of the waiting-room is the wayfarers' dining-room; back of the chapel is the narrow kitchen, and back of the kitchen, the officers' dining-room. And, mark you, the place did not contain a single article of furniture when the four founders took it over. Piece by piece, everything has been donated voluntarily—crockery, cutlery, chairs, beds, bed-linen, gas-stoves for the kitchen, and all."

CHURCH DELEGATES TO LABOR CONVENTIONS—The activity of the fraternal delegates sent annually by the Federal Council of Churches of Christ and the Catholic Church to the conventions of the American Federation of Labor came near being curtailed at the recent Rochester convention, we read in *The Continent* (Chicago). Charles Stelzle's recognition as the first religious delegate was followed by the similar recognition of a Catholic priest. "In recent conventions Father Dietz has been welcomed and respectfully heard," says *The Continent*,

"But the Catholic father has not succeeded in commending himself very favorably to the labor-union people, because he would never speak to a convention without roundly condemning Socialism. The majority of the American Federation delegates have always been anti-Socialists, but the platform

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upon which they work embraces Socialists without prejudice, and it was felt apparently by most of the unionists that an outsider ought not to be so vehement on a subject which is still a matter of unpleasant division among themselves.

"At the 1912 meeting of the American Federation just held at Rochester, Father Dietz and Dr. Charles S. Macfarland of the Federal Council, who has succeeded Mr. Stelzle as the Protestant fraternal delegate, spoke successively from the convention platform. Father Dietz appears to have angered the Socialists a shade more deeply than usual, and their feeling was exprest when one of them the next day introduced a resolution providing that 'all religious or antireligious discussions as such shall be prohibited at all future conventions of the American Federation of Labor.' The motion was referred to a committee, which reported it back adversely, and in debate President Gompers spoke strongly against it, expressing the opinion that Mr. Stelzle's addresses had included many of the very best things ever said in any labor assembly. Even Max Hayes, the leader of the Socialist contingent, opposed the prohibition, saying that he was not in favor of ruling out of labor meetings any theme whatsoever, but he did wish for the privilege of replying from the floor to any religious utterance with which he disagreed. In the end the resolution was overwhelmingly defeated and the fraternal delegates of the churches, both Protestant and Catholic, will continue to enjoy unlimited liberty in this great annual assemblage of labor."

THE BAPTIST BIBLE

A NEW BONE of contention among the denominations seems to have been supplied by the Baptists in their new Bible. Some of the religious papers representing other denominations practically serve notice that their acquiescence in another recognized Protestant Bible will not be gracious. The work of translation has, of course, been done exclusively by Baptist scholars, and represents the Baptist view of things; but the entire work is not essentially new, the version of the New Testament having appeared as long ago as 1864. The Saratoga Convention of 1883 witnessed the official adoption of this version by the denomination and the mandate to continue the work on the Old Testament until such time as the present when the entire Bible could be published. These facts ought to be better understood, especially by the lay press, thinks *The Standard* (Chicago), a Baptist journal, which resents at this time the charge that the Baptist Bible is a sudden sensation, that it has eliminated "all archaic forms of the King James and the revised versions," and that in its new publication, "little of the old-fashioned respect for generally accepted ecclesiastical teaching remains." Expressions like these give a "totally misleading impression," declares *The Standard*. *The Baptist Commonwealth* (Boston) reviews some of the changes, which, it declares, "are not many, but are vital, the translators adhering strictly to the text, and aiming to give, without bias, the exact meaning of the words." Thus:

"Among the striking changes is the translation of the Hebrew word rendered in other versions 'Adam' as simply 'the man.' This is in accord with modern scholarship and correct translations, for 'Adam' has not been regarded as a proper name but the designation of the male species. 'The Lord God' is translated more correctly 'Jehovah God.' There are many other changes in words which aim to give clearer English and adhere accurately to the meaning of the original.

"In the New Testament, among the changes that will be striking to those not familiar with such things is the elimination in the Doxology and Lord's Prayer, 'Thine is the kingdom, and power, and glory forever.' It has long been recognized that this was not a part of the original Prayer. Wherever the word 'baptize' occurs 'immerse' is in brackets. This is a direct challenge to the scholarship of the world, and if this is not a correct translation, scholars are now challenged to prove it. There are other changes more or less significant, but these serve to illustrate some of the ways in which, in other versions, euphony or grace of translation has been allowed to take the place of accuracy."

Practically no other church but the Baptists will be able to use this Bible, observes *The Christian Work* (Presbyterian, New York), "because it interprets the Scriptures to mean solely what the Baptist Church teaches." This very fact seems regretted by *Zion's Herald* (Methodist, Boston), because "it is scarcely in line with the strong tendency of to-day toward church federation and the things which make for Christian union. It will help to build the barriers instead of reducing them, and postpone the time when there can be hearty cooperation among all forces of Protestant Christendom." *The Living Church* (Protestant Episcopal, Milwaukee) becomes somewhat sarcastic:

"Of course, we have no desire to interfere with the policies of our Baptist brethren, and if they have finally agreed that their tenets can be justified only by rewriting the Bible, they are making unanimous that which the rest of us have maintained all along.

"But we can suggest some other variations for an 'Improved Version.' Why not, in our Lord's words to St. Peter, 'Thou art *Pope of Rome*, and on this *Pope* I build my Church'? There would be the conclusion of another long-standing controversy, according to the same precedent, and the rest of the apostolic college might be described as 'Cardinals.' Why not? Or, indeed, on the plan already adopted, 'And the disciples were first called *Baptists* in Antioch'; there would be some advantages in that, supplementing the improvement already made.

"For the purpose of ending controversies in triumph, we can not think of a better way—

"Except one; and that is to translate words according to the historic consensus of the whole Church, and abandon doctrines that can not be proven by that test."

To *The Catholic Universe* (Cleveland) the new work of the Baptists is "blasphemous." We cull some parts of a column editorial:

"Some time since a group of Protestants formally 'abolished' hell. Now the Baptists have 'improved' the Bible by rewriting it, making it 'modern' in phraseology and bringing it down to date. They have succeeded to their own hearty satisfaction in rescuing the Book of Books from oblivion. They have corrected the style and grammatical form of the inspired Word of God. Bland ministers who participated in this blasphemous performance express their confidence in the gratitude of the public at large for their service and one of them gave out an interview in which he clearly indicated that he presumed the Deity was equally grateful.

"Quite likely.

"He might have gone further and exprest his regret that the authors of the Four Gospels, together with St. Paul, St. Peter, and the other divinely inspired writers, were not alive that they too might thank these Baptist scandalizers for revising their grammar, correcting their syntax, and substituting modern slang for the matchless rhythm and beauty of the original composition.

"Just how to characterize this piece of work is a problem. It is so utterly outrageous that it is hard to put a sober estimate of it concretely into words that will meet the situation.

"Just what Protestantism is coming to, unless it be eventual infidelity, we can not see. They abolish hell, they rewrite the Bible, and may ultimately conclude that the Divine Plan for the salvation of men was illy-considered and propose a re-enactment of the Passion according to some improved and modern method that they would prefer as more up-to-date."

It is natural for the daily press to become facetious. In the Chicago *Tribune* certain correspondents put such inquiries as these:

"Sir: Why not have Balaam ride a motorcycle instead of an ass, Jonah rigged out with a motor-boat, and Moses discovered by a park policeman?"

Apropos of this added version the Nashville *Tennessean* comments on the persistence of the King James version in the affections of the people.:

"For three hundred years the King James version has been the standard Protestant Bible, and during that time has so wound itself into the literature of the English-speaking race that it has been said that the book could be almost reproduced from outside sources, if every copy were lost. Its seventeenth century words are often different in meaning from the same words to-day, and at times the meaning is hard to get at. But to the present generation, and to the older men and women of to-day its familiar passages are often robbed of their sweetness by the new translations."

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REVIEWS OF NEW BOOKS

BOOKS AS GIFTS FOR THE HOLIDAYS

Written for THE LITERARY DIGEST by
JEANNETTE L. GILDER

PUBLISHERS do not go so far astray when they say in their holiday advertising that "books make the best presents." They do and they don't. For those who like books you can give them nothing that they will be better pleased with, but those who do not like books would find no pleasure in the gift. More people like books as presents than you would imagine. There are a great many who, while they may not buy books or read them to any extent, like their friends to assume that they are readers, and if they get books for their presents they feel that it is more or less a compliment to their intelligence.

Holiday books are much more interesting as reading matter to-day than they were twenty-five or thirty years ago, or even farther back. In the days of our grandparents there was always a holiday Annual of some sort. These were innocuous volumes more or less daintily printed. They were usually illustrated with mezzotint portraits of ladies in curls with bare shoulders of the champagne-bottle variety.

In those days it was a sign of beauty, which always meant femininity, for a woman's shoulders to slope away into the sleeve of her dress. That they should have any breadth to them was an indication that she was strong-minded, and that would never have done for an early Victorian woman. The women of those days, that is, the ladies, were supposed to spend their time in no more intellectual pursuits than embroidering, fondling pet dogs, or feeding lambs. In nearly every one of these old annuals there is a picture of a lady sitting under a low-boughed tree feeding a lamb, or perhaps petting a King Charles spaniel. The names of these annuals were conspicuous for their insipidity. I remember distinctly one was called "The Book of Pearls," another "The Book of Beauty." They are intimately associated with my childhood's happy hours, and I must confess that sometimes there was good reading in them. They started this style of book in England and it was copied over here. In some of the American "Strings of Pearls" or books of beauty there were poems and stories by Lowell, Longfellow, and Hawthorne, which made them quite worth while, tho neither of these famous writers was famous at that time. Collectors of juvenilia have been on the lookout for many years for these annuals because of the early work of famous writers, but they are very scarce to-day and can only be found in old country houses or some of the second-hand bookstores.

After the books of beauty ceased to be fashionable, another sort of gift-book became popular. It was much more expensive, much more elaborate, and much more gaudy as to its binding. It was not made up of sketches and poems, but was on unreadable subjects. The text was nothing, it was the illustrations that was supposed to make it acceptable to the holiday book buyer. These books were usually books of travels, copiously illustrated with pictures of foreign countries. They were elaborately bound and cost from $10 to $25 apiece, according to the number of illustrations and the elaborateness of the binding. No one read them; the unfortunate recipient put them on the marble-top table of his parlor and left them there, regarding them as so much furniture, for he never regarded them as books. Those were the days of Eastlake furniture and plush hangings, and with the passing of those barbarities the gift-book has also passed.

To-day there are plenty of books made with the holidays in view, but they are not the so-called holiday books of past years. They are intended for presents, and they may be a little better illustrated, and a little more handsomely bound than books that are published at other times of the year, but they are primarily intended to be read and are not regarded as furniture or *bric-à-brac*. Special editions of several writers are among the holiday books of the present. I remember that a few years ago Lord Rosebery's "Napoleon the Last Phase," tho an unillustrated book, was one of the most sought after in certain circles for Christmas gifts, which only goes to prove that it was the reading matter rather than the get-up of the book, tho that was handsome enough, that made it acceptable as a Christmas gift.

People nowadays want their Christmas books to be books that they will read. They want them for the library shelf rather than the library table. In other words, they want them to keep, to read, and to reread rather than for mere ornamental purposes.

If you want to know how people feel about books as Christmas presents, you have only to go into the bookstores at holiday time. They are just as crowded as are jewelry stores or stores that deal in knickknacks, and, like other stores, most of them keep open in the evenings so that their customers will have plenty of time to make their purchases.

There is no doubt that more books in fine bindings are sold during the holidays than at any other time—special bindings, the work of famous binders, with no two volumes bound alike. Books of this sort that run up into the highest prices find many purchasers.

In the last few years the Christmas "booklet" has come into fashion. The text is usually a story that has had popularity in magazine form and is published with illustrations to take the place of the Christmas card. Sometimes one wants to make a small present, but not quite so small as a Christmas card, and that is the time these little booklets come into their own. I suppose there are hundreds of thousands of these published every year. Holiday editions of old favorites are always in demand, such as "Poor Richard's Almanac," "The New England Primer," and the wise sayings of Marcus Aurelius or Epictetus, not to mention the ever popular "Rubaiyat" of old Omar.

Children, as well as grown people, like to find books in their Christmas stocking, and sometimes grown people like children's books. I will venture to say that Kate Greenaway's and Randolph Caldicott's books were as popular with grown-ups as with the little folks, not for their text, perhaps, but for their illustrations which would delight the most captious critic. Every one knows the Kate Greenaway books made a revolution not only in the art of illustrating but in the art of dressing children. Her almanacs were collected by parents as well as children; alas, they are no more! And Lewis Carroll's books, "Through the Looking Glass" and "Alice in Wonderland," have never lost their popularity with old and young.

When I was young we had a Dickens Christmas Story to look forward to every year, and I have often wondered if some of our story-tellers made a feature of a Christmas booklet it would not be a good thing to do. But perhaps it would not, for we have no Dickens among us and there are scores of writers who write Christmas stories, but they are published in the magazines; it is the only republication that gets into the Christmas book. I am happy to say there is still an audience for the Dickens Christmas Stories, and they are published by the thousands every year and in every conceivable style. There is no excuse for the children of to-day not being familiar with the Christmas Carol and other of this master's Christmas stories. I think that Dickens would be surprized as well as pleased if he could see the gorgeous manner in which his Christmas stories are published to-day with color illustrations and tasteful binding. When they were first published, as I remember them, they were little more than pamphlets, but what did we care, the story was there and that was all that we thought about. We had not been educated up to color illustrations and fine bindings. That the story is the thing is quite as true as that the "play is the thing." Fine feathers may make fine birds, but fine bindings do not make fine books; there has to be something that is worth while on the printed page to make them worthy the library shelf or the Christmas stocking.

SOME OF THE NOTABLE HOLIDAY BOOKS

I.

RECORDS OF RECENT TRAVEL

Atkinson, Thomas Denham. English and Welsh Cathedrals. Illustrated. Pp. 350. Boston: Little, Brown & Co. $3.50 net.

An attempt to read and assimilate at one time all that this capable architect and author has to say about the cathedrals of England and Wales would be to court a case of severe mental indigestion, but to use the book as a storehouse of valuable information to which one can have access at any time, is to provide for oneself entertainment and instruction. The aim of the author has been at "sketching the histories of our cathedral churches in their broader aspects and at connecting each so far as is possible in narrow compass with the main stream of architectural history." One by one the famous ecclesiastical piles are investigated, their origin is sought, and all the changes and circumstances through which

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they had to pass before reaching their present state are chronicled. Thirty-seven cathedrals are described in all and each one has associated with it some great name, historical event or well-known architectural development, sometimes all three. To make the text more understandable, plans are given and many pictures in monotone; but the greatest charm is exerted by Mr. Dexter's exquisite colored illustrations. Every influence exerted by or on each cathedral is considered important and receives careful and scholarly treatment, so that as a book of reference and for comparative study this work is most satisfactory.

Atkinson, Sophie. An Artist in Corfu. Large 8vo, pp. 215. Boston: Dana Estes & Co. $4.50 net.

Just off the coast of Albania, almost within the sound of the guns of the Allies thundering at the gates of Turkish strongholds, lies the quiet and beautiful island of Corfu. If it has been mentioned in the dispatches, where almost every other name in that part of the world has found some place, we have not seen it. Yet this island has played an important part in the former wars of that region from the dawn of history down to the time of Napoleon. It was the prize of Greek and Roman, the stronghold of pirate admirals and the refuge of crusaders. Napoleon considered it the key to that part of the Mediterranean and wrote to Talleyrand that "henceforth the chief aim of the French Republic should be never to give up Corfu, Zante, etc."

Yet to-day nobody in this part of the world ever hears of the island and probably many who read these pages will be unable to locate it off-hand on the map. If the book before us does something to rescue this beautiful and historic spot from its oblivion it will be well worth the trouble, for it is an isle of haunting beauty, too charming to be passed by the tourists in search of places where nature has lavished her richest gifts. Fourteen paintings, reproduced in full-page illustrations, give an idea of the picturesqueness and radiance of the landscapes of Corfu. One chapter tells of a visit from Emperor William, who left the island calling it a paradise. The people are as interesting as the landscape. The tariff duties are so exorbitant that the necessaries of life are mostly brought into the island after dark by the smuggler. Coffee, sugar, kerosene, etc., that pays the duty, is a rare article, and the Kaiser's visit brought the industry of fruit-canning to a standstill because the extra forces of soldiers and police made the smuggling of sugar a little dangerous and inconvenient for the time being. When the Kaiser left trade began looking up. Miss Atkinson has given us a volume that is as informing to the mind as it is pleasing to the eye.

Blichfeldt, E. H. A Mexican Journey. 8vo, pp. 280. New York: Thomas Y. Crowell Co. $2.

Mexico is one of the most interesting of the South American States—both for its present political condition and its antiquities. Its interest this moment is centered in the escape of the political prisoner Diaz. The author of the present work has been for three years resident in this turbulent little state. But his attention has been given more especially to those features of the country which attract the archeological traveler's eye. He starts from Yucatan with its vast fields of waving henequen or Mexican hemp, reaches the Isthmus of Tehuantepec and with the eye of a savant examines the wonderful ruins of Mitla. Many chapters are devoted to an account of the City of Mexico. After other bits of vivid local description the author begins to generalize. He comes down to the natural resources of the country and tells how we Americans of the north exploited them. Finally we have a summary of the political situation and prospects of which Mr. Blichfeldt takes a somewhat optimistic estimate. And indeed his interpretation of the series of events with which our readers are familiar through the newspaper press forms one of the most important and interesting chapters in the book. He says:

"There is a general and sincere longing among the people for the guaranties of liberty, a genuine respect for law, and a full consciousness of the necessity for order and individual submission to the sovereign will. Sometime, too, if not at present these things will be achieved. The Indian patience waits long but does not forget its object. Perhaps something of the old high dauntlessness of the Spaniard ought also to be separately recognized in the Mexican spirit. Or perhaps we should recognize in it simply humanity aware of itself. For it, Mexican men by the thousand have willingly languished in prisons. Mexican women have offered their bodies as food for starving soldiers. For over a century it has persisted, often obscured, sometimes betrayed into error, but never quenched; and in the end it will not be denied."

Bennett, Arnold. Your United States. 8vo, pp. 192. New York: Harper & Brothers. $2 net.

So many Englishmen have written and published their impressions of this country that we have become familiar with the various attitudes of mind that will be assumed by the ordinary visitor. Some of them are cynical, some slightly supercilious, some indicate wonder and amazement; some are kindly, modest and open to the influence of a later and fuller acquaintance. To this last category belongs the work of Mr. Arnold Bennett, who owns with diffidence, "I marvel at the assurance I displayed in choosing my title." And he says further, "these chapters . . . offer an immediate account (as accurate as I could make it) of the first tremendous impact of the United States on a mind receptive and unprejudiced." Needless to say that this "account" is rendered with grace, kindliness, and ample appreciation. The daily life of Washington, Chicago, and New York, the life of the slums as well as of the boulevards is dwelt upon. Society, sports, theaters, schools, and colleges—all are described as he saw them. His companion during his peregrinations was Mr. Frank Craig, the well-known painter and illustrator, who has furnished many artistic transcripts from American life.

Gwynne, Paul. Along Spain's River of Romance. Pp. 348. Illustrated. New York: McBride, Nast & Co. $3.

When Paul Gwynne made his trip along the Guadalquivir, from its source to its mouth, he had with him only one companion, a sort of guide and courier, Angel Pizarro, and it is Angel's versatile personality and irresistible light-heartedness as much as the interesting narrative that form the attraction of the book, which is full of absorbing historical information and romantic associations. The valleys of this famous river have been the scene of many a struggle between Spaniard and Moor, also of the activities of the armies of Hannibal, Cæsar, Pompey, Scipio, and Napoleon; it is even supposed that on these banks was the Biblical country of Tarshish. In regard to the character of the description the author himself said: "I must confess to a much keener appreciation of the living charms of the Guadalquivir than its fossils and antiquities. At the same time, I like to carry with me a vague consciousness that a country is rich in history when I steep myself in its personality." The curious customs of the natives are described graphically, also the costumes, dances, and literary associations. Andalusia is supposed to have more than an ordinary fascination for the traveler and Mr. Gwynne has written a book that exerts that spell on its readers.

Koebel, W. H. South America, painted by A. S. Forrest. London: A. & C. Black. $5.

Travelers are beginning to realize that "the continent of South America is the one which at the present time holds more romance than any other out of the great divisions of the world," and this book of extreme fascination, both in narrative and illustration, will only increase the reader's great desire to visit a country of such miraculous beauty and growth. The commercial and political status of this continent has risen with a rapidity that meets with no parallel elsewhere. Thirty years ago, South America was commonly called the land of "revolutions, snakes, and fever." Now every important event in the great southern continent is echoed almost instantaneously the length and breadth of Europe and the United States. Mr. Koebel gives a chapter to each state and makes you feel the immensity of the native resources, its wonderful growth, and its romantic and poetic beauty. One reads of wealth of cattle and cereals, tremendous exports of rubber, coffee, and minerals, the nitrate mines, and all the wealth of tropical produce. It reads almost like a fairy story, and in addition to the lure of the wonderful descriptions is added the bewildering charm of seventy-six illustrations in color by Mr. Forrest, bewitching in their marvelous coloring and pictured tropical luxuriance.

Lucas, E. V. A Wanderer in Florence. Illustrated. Pp. 275. New York: The Macmillan Company. $1.75.

Florence is a city of delight to the traveler, or as this author calls it, "The City of the Miracle," the miracle being the Renaissance. "In the history of the world, two centuries (1300–1500) were suddenly given mysteriously to the activities of Italian men of humane genius and as suddenly the Divine gift was withdrawn. And to see the very flower of these two centuries it is to Florence we must go." It would be a pleasure to outline for the reader all the interesting information and fascinating facts about the wonderful flower city and the great men connected with it, herein described. Likewise it would be a pleasure to be able to indicate in any adequate way the charm and subtle attraction of the whole book, but that is impossible. The author does not tabulate his information like a compiler or a guide-book, and yet the traveler familiar with the facts here given would be rich in the power to appreciate the city's treasure of art and architecture besides possessing a fund of information regarding famous poets, painters, and sculptors of many lands. Mr. Lucas loiters with his reader in all the attractive corners of Florence, and as he saunters on regales us with eloquent and sympathetic accounts of all that has made this fair city the Mecca of artists. The Duomo, Campanile,

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Palazzo Vecchio, the Uffizi and the Pitti Galleries, the Bargello, S. Croce, and S. Maria Novella—all take turns in the descriptions. And we follow the lives of Michelangelo, Dante, Giotto, Landor, Browning, Savonarola and many others with a keen interest and love inspired by the sympathetic narrative of the appreciative critic. The illustrations are beautiful, especially the colored plates by Mr. Morley.

Marden, Philip Sanford. Egyptian Days. Illustrated, 12mo, pp. 312. Boston: Houghton Mifflin Company, $3 net.

Mr. Marden has aimed to bring into this moderate-sized volume material of real practical value to any one who wishes to spend a winter in Egypt. He is well aware of the large number of books on Egypt already extant. Indeed, he pleads this as an excuse for his own volume, in the sense that he hopes his own work may supply the needs of the traveler without imposing upon him the necessity of consulting many volumes in order to acquire the same information. Such maps and plans as the new visitor may need are included in the book. Certain other facts bearing on the practical side of travel are also included. This plan has included a brief summary of the ancient history of the country and its religious beliefs. Cairo, the pyramids, the Nile, Karnak, Luxor, Thebes, and Philæ are among the places which he specially deals with.

Mason, Caroline Atwater. The Spell of France. 12mo. Illustrated. Boston: L. C. Page & Co.

Caroline Atwater Mason is one of the few travelers who, in recent years, have been able to write successful books about things to be seen in Europe. Her present volume is worthy to stand in company with the others she has written. It deals largely with Provence, which includes other French localities, notably Carcassonne, and will be read with profit by any one who contemplates a visit to Southern France, or who has already been there.

Osborne, Albert B. Picture Towns of Europe. Illustrated, 12mo, pp. 246. New York: McBride, Nast & Co. $2 net.

It used to be said that the book-buying public would no longer justify the publication of books dealing with European travel, but the assertion in late years has again and again been disproven. The successful books, however, have been constructed on lines different from the old. Some of them have dealt with motoring in Europe, altho in reality they were books of travel with motoring as a means by which the author traveled. Others dealt with particular towns and cities. Mr. Osborne makes his appeal by means of a selected list of European cities, which he found deserving of the appellation "picture towns." These places have been chosen from almost every country in Europe except Russia and the Balkan States. They include Clovelley, Mont St. Michel, Carcassonne, Toledo, Ragusa, and Rothenberg. The pictures are numerous and representative.

Simpson, Harold. Rambles in Norway. With eight illustrations in color and thirty-two from photographs. Small quarto. Pp. 242. Boston: Dana, Estes & Co.

Mr. Simpson has covered most of the picturesque points on the southern and western coasts of Norway, that land of fjords, glacier-capped mountains and waterfalls, of which those who travel there are sure to retain lifelong recollections. Stavanger, Breifond, Odde, Gudvangen, Molde, Trondhjem, Christiansand, and Hardanger are names certain to call up vivid recollections, even tho many years have elapsed since the traveler saw them. The illustrations are all interesting. Those in color, however, heighten too much some of the real effect.

Sheldon, Charles. The Wilderness of the North Pacific Coast Islands. 8vo, pp. 246. New York: Charles Scribner's Sons. $2 net.

The larger coast islands of British Columbia and Alaska formed the scene of Mr. Sheldon's experiences while hunting for wapiti, or northern deer, bears, and caribou. His book describes in detail the daily life of a hunter in those remote and dreary regions. It was in many ways a life of exploration, for he entered regions hitherto untrodden either by white men or natives, and he was obliged to discover for himself the habits and haunts of the animals he was in search of. The author of "The Wilderness of the Upper Yukon" is, of course, a practised writer and he depicts well and vividly the things he saw. He is also an observer and a naturalist. He loves and sympathizes with the wild, whether animate or inanimate. It is probable that he has discovered a hunting-ground which many other and kindred spirits will take an opportunity of visiting. Abundant illustrations, some of them after elaborate drawings by Carl Runjius, the famous big-game painter, others beautiful photographic reproductions, and, in addition, lucid maps, make the work complete. We feel sure that many hardy hunters and curious naturalists will follow Mr. Sheldon's beckoning hand.

Van Dyke, Harry Weston. Through South America. With an introduction by John Barrett. Illustrated. Map. Cloth, pp. 445. New York: Thomas Y. Crowell Co. $2 net.

Europe, so long the traveler's Mecca, is now not without its rivals in the affection of the tourist. The call of the East allures willing votaries around the world. But the charms of South America have recently aroused a general interest. With the opening of the Panama Canal a new impetus will be given to mutual acquaintance between the great Republic founded by Washington and its twenty neighbors to the south, nearly all of which received their inspiration and modeled their constitution from the United States. We confess our provincialism by the surprize with which we greet the pictures of South America's brilliant scenery and beautiful cities. Mr. Van Dyke's admirable descriptions of Brazil, Argentina, Uruguay, Paraguay, Bolivia, Peru, Venezuela, Ecuador, and Colombia bring the varied charms of these sister republics vividly before us. But the book has value not only for the tourist; a study of its historical and economic material will broaden the outlook of the stay-at-homes.

An introduction is usually but a pleasant summons to partake of the feast of reason which the book provides. Dr. John Barrett, Director-General of the Pan-American Union, furnishes a genuine appetizer for this feast. His expert discussion of the relation of North and South America, the excellent photographic illustrations and the map add to the book's value.

Whitney, Caspar. The Flowing Road. 8vo, pp. 319. Philadelphia: J. B. Lippincott Co. $3 net.

Mr. Caspar Whitney has always been to the book-reading public of this country the great authority for all things pertaining to outdoor life. He is an authority in athletics, he has won a reputation as a dauntless and observant explorer, and we welcome this book as his last contribution to the literature of "unknown places." When we talk of the basins of "the great rivers of South America" as unknown we do not forget that the Amazon's largest northern tributary, the Rio Negro, was explored by Alexander von Humboldt and the same great physicist explored the Orinoco in 1801–2. Alfred D. Wallace, the English naturalist, ascended the Rio Negro in 1849. These men, however, were bent on the pursuit of science. Mr. Whitney had no such object in his pursuance of the watery way. He wished to open up to his fellow countrymen a new field of adventure, refreshing exercise and exciting change. Sometimes, however, the author's adventures were rather too exciting as when his native servant tried to rob and maroon him, making off with the boat and the provisions, or when the rapids of the Orinoco had to be met and overcome. But those who love new scenes delineated by a hand of masterly certainty should read this book, making use at the same time of the excellent map which completes the many illustrations of the work.

Weeks, John H. Among Congo Cannibals. Experiences and Adventures During a Thirty Years, Sojourn amongst the Boloki and Other Congo Tribes. 8vo, pp. 352. Philadelphia: J. B. Lippincott Co. $3.50 net.

Hilton-Simpson, M. W. (F.R.G.S.). Land and Peoples of the Kasai. Being a Narrative of a Two Years' Journey Among the Cannibals of . . . the Southwestern Congo. 8vo, pp. 356. Chicago: McClurg & Co.

These two elaborate volumes, both profusely illustrated (Mr. Weeks' with fifty-four plates from photographs, and Mr. Hilton-Simpson's with eighty-two) and excellently printed, deal with parts of the Belgian Kongo, tho the specific areas described are 400 miles apart. They are as different in aim and method as the missions of their authors. Mr. Weeks has been a missionary since 1881; Mr. Hilton-Simpson is a traveler interested in adventure and ethnology. Yet both arrive by different roads at practically the same result, and interesting account of the life, manners, and beliefs of the peoples. The two narratives admirably supplement each other, the regions and tribes described being quite distinct, tho not so far apart.

One might suppose that the traveler, whose stay was comparatively brief, would be at great disadvantage compared with the missionary of long residence. This disparity was minimized, however, through the company of an expert Hungarian ethnographer, speaking the languages and aquainted with the region. To this companion Mr. Hilton-Simpson leaves the account of the more scientific aspects of their experiences, while his own narrative is personal and popular. It is told in nine chapters, following the course of the journey and residence, and has all the excellences of a simple and truthful tale. There is nothing that the reader experienced in this sort of story will not anticipate, tho it adds to the definite knowledge of a comparatively small tract in equatorial Africa.

Mr. Weeks' narrative, divided into twenty-four chapters having a topical character (*e.g.*, Arts and Crafts, Social Life and Organization, Native Education, War, Hunting, Fishing, Religious Beliefs, etc.), impresses one as more scientific. Yet it is as simple and unaffected as the other, and as attractive in its suggestions of genuineness. It is not all "preachy," but is colored by a real sympathy with the

(*Continued on page* 1139)

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MOTOR-TRUCKS AND MOTOR-CARS

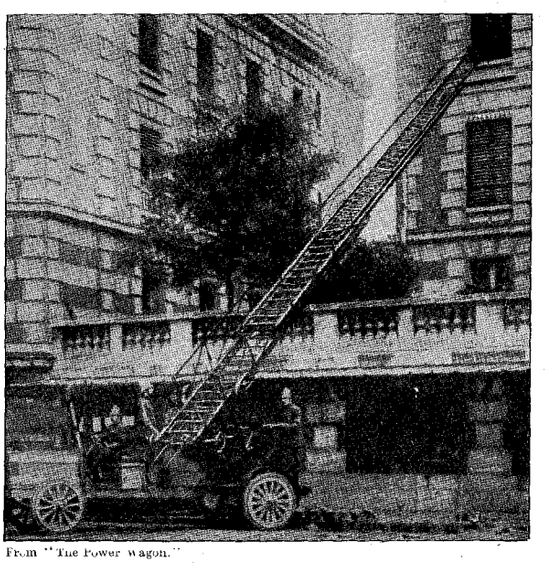
WHY GASOLINE COMES HIGHER

L. S. TAINTOR presents in *Motor* what the editor describes as "the case of the oil producer" in reply to the vigorous complaints that have been made all this year as to the increase in the price of gasoline. It does not appear that Mr. Taintor holds any brief for the oil companies, altho he states their side of the case; that in itself is interesting to know. Before the advent of the gas engine, refiners of petroleum products, he tells us, looked upon gasoline as "a sort of white elephant." It was not only a product for which there existed hardly any demand, but it was difficult to dispose of it in other ways, because its extremely inflammable nature rendered it dangerous. Even when thrown into sewers it might collect on the water along city wharves and a lighted match thus start a conflagration. The result was that refiners made from crude oil the smallest possible percentage of gasoline, their efforts being put forth to produce a maximum amount of lubricating oils, kerosene, etc.

Gasoline is the lightest distillate that petroleum yields; it amounts to only 1.5 per cent. of the total weight of crude oil. Next below it comes naphtha A, amounting to 10 per cent. of the whole. A combination of these two distillates was originally used to produce the fuel burned in motor-cars. Increased demand, however, forced refiners to get a greater percentage of carburetant from crude oil, which meant that they had to add to the naphtha A formerly used a lower grade of naphtha. They thus obtained from crude oil 16 per cent. of motor fuel. Mr. Taintor says the term "motor fuel" is therefore a much more fit term for the product than gasoline. Owing to the constantly growing demand for motor fuel these conditions have made it necessary to refine a rapidly increasing amount of crude oil.

As against 16 per cent. of motor fuel produced, there is in this process 40 per cent. of kerosene produced, all of which has meant that producers have had on their hands "an enormously increased supply of kerosene." In these circumstances, refiners have been confronted with another change in conditions, which is that, with the increase in the consumption of gasoline, "there has been a large per capita decrease in the consumption of kerosene," due to the growth of electric lighting all over the country, even among farmers, many of whom have installed their own electric plants and driven them by gasoline engines. The companies have felt themselves forced by these conditions to start "one of the most wonderful educational selling campaigns ever devised." Mr. Taintor describes it as follows:

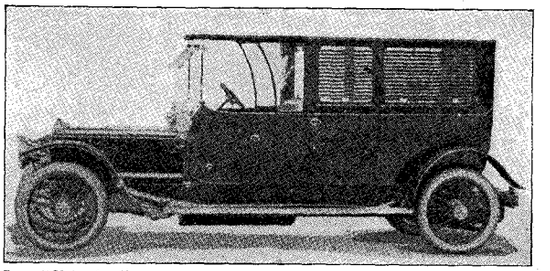
"The natives of the innermost provinces of India were told by glaring advertisements that wealth, health, and general prosperity would be theirs if they only burned the marvelous oil which gave a light like unto that of the sun. The inhabitants of China were informed in many ways that their ancestors would call forth blessings on their heads if they would only use the magic light-giving fluid. Kerosene lamps made in the United States, and not obtainable here for less than a quarter of a dollar, could be obtained in Shanghai and other far-off places for the equivalent of ten cents. People who lived in cooler countries, such as Manchuria, Siberia, Poland, Norway, Sweden, etc., were also given the opportunity to purchase kerosene stoves at ridiculously low prices. This campaign has been successful and has done much toward keeping down the price of other petroleum products, but at the same time the selling expense incurred has been terrific, and therefore it has been necessary to add part of it to the cost of other petroleum products."



From "The Power Wagon."

MOTOR AERIAL LADDER-TRUCK USED IN PARIS.

Mr. Taintor then proceeds to deal with the main point in his article—the increase in the price of gasoline. He finds "a number of sound reasons" for the advances.



From "Motor Age."

A NOVEL BODY SHOWN AT THE RECENT OLYMPIA SHOW IN LONDON.

The one he names first is that, up to a short time ago, the largest producer of gasoline, the old Standard Oil Company, was under indictment as a monopoly in restraint of trade and under further indictment with the general public. For several years the company was in no condition to call down upon itself further public wrath. Indeed it "could not very well advance prices even if the law of supply and demand warranted it." But when the Supreme Court dissolved the old company, its individual constituents, no longer in danger from public criticism, could raise the price of motor fuel, and those producing it did so. Mr. Taintor offers this merely as "a theory which scarcely admits of direct proof." Of other reasons for the advance in price he says:

"During the past ten years the production of crude petroleum has trebled. But the unfortunate fact of the matter is that during that period the production of what is known as refinery crude oil, the particular grade of crude petroleum from which gasoline is made, has increased scarcely at all. An instance in point is the case of California, which, altho a newcomer in the ranks of oil-producing States, has advanced with giant strides until now its production is far in advance of that of any other one commonwealth, a premier position, by the way, which the Golden State gives every indication of holding indefinitely. In 1911 the annual report of the United States Geological Survey shows that California produced 80,000,000 barrels of oil out of the country's total production of 220,000,000 barrels. But unfortunately this California oil is of very little use for refining purposes. The percentage of gasoline obtained from it is so small that it is mainly used in its crude state for road binder, as fuel oil, or in the manufacture of asphaltum products. Other States have also added an immense store to the country's total oil production, but here again the product is not of a quality to make refining profitable. Here is a petroleum production equal to almost half the country's total supply, yet for all it adds to our supply of motor fuel, it might just as well not be classed as kerosene oil.

"The entire supply of refinery crude oil comes from what are known as the eastern fields, and the mid-continent fields. A conservative estimate of the amount of

(*Continued on page* 1136)

PLOWING, SEEDING AND HARROWING IN ONE OPERATION WITH A TRACTOR.

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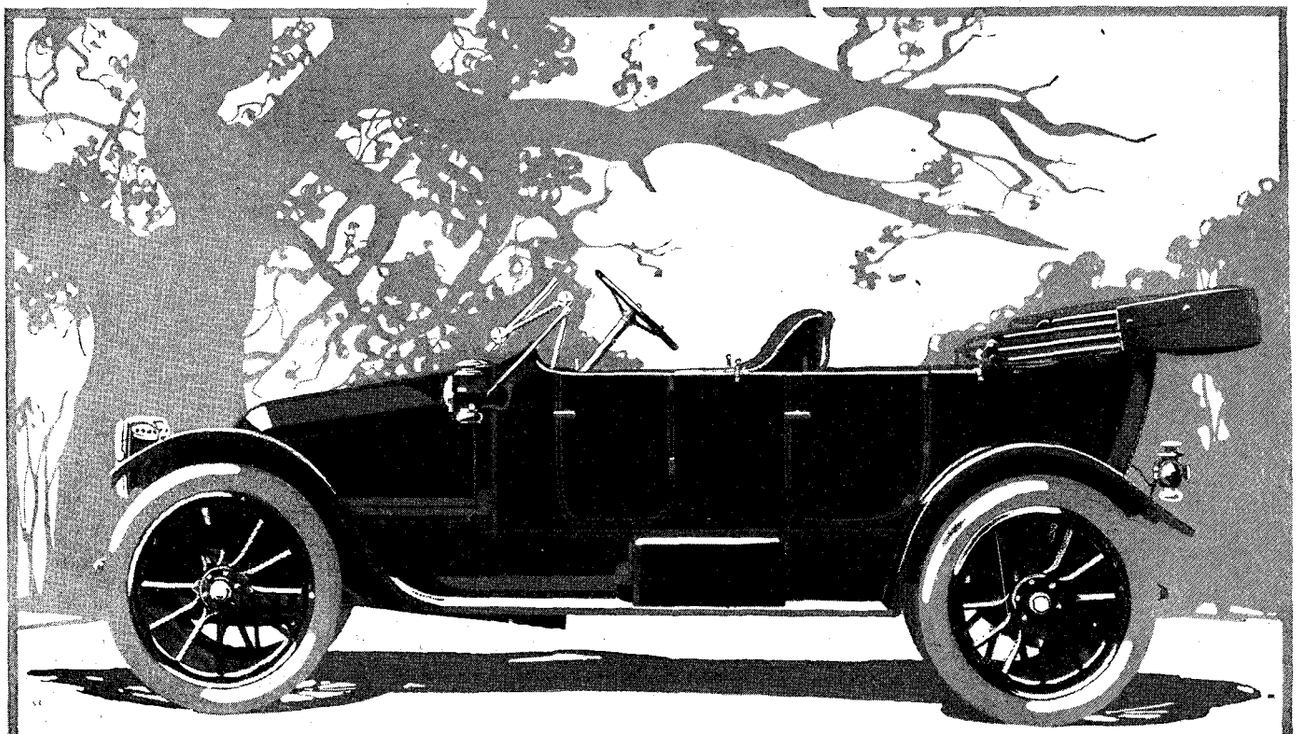
Franklin



Franklin Big Six Model D., 38 H. P. 5-Passenger Touring or 4-Passenger Torpedo-Phaeton $3600. Models H, M and D are equipped with Entz Electric Starter and Lighting System

A Big Car Need Not be a Heavy Car

The Franklin is Big in Capacity, Comfort, Speed and Service, but light in weight. Therefore it costs little to operate. No other car at any price rides as easily or is as luxurious as the Franklin.

This combination of easy riding and luxury, with low operating cost, is due to Franklin Direct Air-Cooled Motor, Light Weight, Wood Frame, Full Elliptic Springs and Large Tires.

Entz Electric Starter and Lighting System Starts the engine and keeps it running. Prevents Stalling

A real **SELF** starter, always connected—no buttons, levers, pedals or gears. One switch operates both Magneto and Starter. If the engine slows down to a point where it ordinarily would stall, the starter picks it up and starts it running under its own power, without any action on the part of the driver. Since the storage battery is being continually charged when the engine is running there is always ample current for the Lighting System.

Interesting Franklin Literature

If you want to know why Franklin cars use less gasoline and less oil, wear out fewer tires and especially why Franklin owners drive 250 to 300 miles per day without fatigue, ask for "An Analysis of Franklin Motor Car Construction," a book written by our engineers. We will also send any of the following on request. Ask for the one you want:

(1). Franklin Catalogue; (2) The Entz Electric Starter and Lighting System; (3) Winning the Desert Race; (4) The Franklin Engine; (5) Franklin Little Six; (6) They Barred Us Out.

Models and Prices

D Touring, 6 cylinder, 38 H. P., 5 passengers...$3600

D Torpedo-phaeton, 6 cylinder, 38 H. P., 4 passengers.....$3600

H Touring, 6 cylinder, 38 H. P., 7 passengers.$3850

H Limousine, 6 cylinder, 38 H. P., 7 passengers, 5 passengers inside...$4850

M Little Six, Thirty, Touring, 5 passengers.$2900

M Little Six, Thirty, Victoria-phaeton, 2 passengers.....$2900

G Touring, 4 cylinder, 25 H. P., 5 passengers...$2000

G Runabout, 4 cylinder, 18 H. P., 2 passengers.....$1650

FRANKLIN AUTOMOBILE COMPANY, 15 Franklin Sq., SYRACUSE, NEW YORK

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ELECTRONIC REPRODUCTION PROHIBITED

Electric Commercial Vehicles cut the delivery cost from 8-2/5 cents to 6-2/5 cents for Macy & Co.—one of New York's department stores. Think of it—far greater efficiency, inestimable advertising and 25% saved!

Figures Tell the Story

A large Cleveland department store has 8 Electric Delivery Wagons in service, making its package delivery over a large area of the city's paved and unpaved streets. In December, 1911, 247 deliveries were made daily, the actual cost for each package delivered being but 2.7 cents. The Denver Gas and Electric Co. supplanted a horse wagon with a 1000 lb. Electric. It did 21.9 per cent more work at practically the same cost of operation.

What One Company Did

The Ward Bread Co. operates 200 Electric Delivery Wagons in Greater New York. The average cost of operation per mile per vehicle during the unfavorable weather from January to March, 1912, was $.0466. The efficiency was 98-83/100 per cent—and this *during winter!*

Electrics in Widespread Use

Everywhere you will find Electrics where cost is considered and swift, sure and silent delivery is wanted. The Adams Express Company, The American Express Company, Marshall Field & Co., Carson, Pirie, Scott & Co., Gimbel Brothers are all using Electrics with great success and are putting *more* and *more* of them into service.

Investigate the Electric Now

There is a full 80% of trackless city haulage that Electrics can do *cheapest* and *best.* You can't afford to be satisfied with your *present* delivery system until you have investigated and found out what Electrics can do for *you.* If you will write us to-day, we will gladly send you interesting literature about Electric Commercial Vehicles.

Public interest and private advantage both favor the Electric

ELECTRIC VEHICLE ASSOCIATION of AMERICA
NEW YORK: 124 West 42nd St.
BOSTON CHICAGO

MOTOR-TRUCKS AND CARS

(*Continued from page* 1134)

petroleum produced by these refinery oil producing fields gives us the following figures: 1908, 115,000,000 barrels; 1909, 114,000,000 barrels; 1910, 120,000,000 barrels; 1911, 118,000,000 barrels; 6 months of 1912, 62,000,000 barrels.

"These statistics reveal an alarming shortage, considering the constantly increasing demand.

"Referring again to the figures of the United States Geological Survey, we find that there were delivered for all purposes during the year 1911, 229,000,000 barrels of crude petroleum, which was 9,000,000 barrels in excess of the year's production. Here again is indicated an alarming condition, for the stock in hand, the reserve as we may call it, of refining oils (those suitable for gasoline production), are showing a rapid shrinkage, as the following report indicates:

December, 1910, 93,000,000 barrels were in hand
December, 1911, 81,000,000 barrels were in hand
June, 1912, 76,000,000 barrels were in hand

"The inevitable meaning of the figures quoted above is that the supply of motor fuel is, if not decreasing, just holding its own. In other words, the supply end of the equation 'supply and demand' has shown no expanding quality. Now let us briefly examine the factor of demand. Accurate figures place the number of motor cars in service during the past three years as follows: 1910, 350,000; 1911, 550,000; up to June, 1912, 890,000.

"The foregoing takes no account whatsoever of the thousands of internal combustion engines which are now being used in *motor-boats, tractors, movable vacuum* cleaning outfits, small power and electrical plants, farm and other industrial machinery.

"In other words, we have multiplied one side of our supply and demand equation and subtracted from the other, the equation being automatically destroyed. We must, therefore, seek a new basis of comparison, in this case a readjustment of prices.

"Another thing which must be taken into consideration is the fact that it certainly must cost the dissolved Standard Oil Companies more to do business now, as separate units, than it did when they were combined together in one immense corporation. As conditions now are, one of the former subsidiary companies is not able to take advantage of another company's facilities, such as storage tanks, compounding plants, and refineries, which would tend to cheapen the cost of handling and in turn the cost of the product; in fact, the disintegration of the Standard Oil Company has been marked by an advance in the price of practically all petroleum products.

"The advance in the price of gasoline has also not been confined to the United States. It is, in fact, world-wide, and at the present time both England and France are very much wrought up about it."

As to any substantial relief being in store for consumers of gasoline, Mr. Taintor offers the following suggestions:

"There are many things that may have an important bearing on the future cost of motor fuel. One is the invention of a satisfactory carburetor, whereby kerosene may be used as a fuel. Then there is the possibility of the adaptation to motor-car uses of a heavy oil engine of the Diesel type. Again a few of the most expert of the refiners are working to perfect a process whereby kerosene may be made more volatile, so that it can be used as a substitute for 'gasoline.' Lastly, there is the possibility of alcohol or even some now unheard of spirit being successfully adapted to the uses of the internal combustion engine. At any rate it is positively certain from the position that the motor-car has already achieved in our social and industrial life, that if the price of automobile fuel should become prohibitive, it will force the production of some acceptable substitute. To paraphrase the old saw: need is ever the driving stepmother of invention, forcing her reluctant child to produce whatever it may be her good pleasure to ask."

WHY SOME CARS COME HIGHER THAN OTHERS

A correspondent of *Motor Age*, having frequently been asked why one car should cost $2,500, or even more, than another car which in general looks much the same, the editor undertakes to make a specific reply. The facts he sets forth are familiar to most motorists, as well as to makers and sellers, but the general public probably is as ignorant of these matters as was the correspondent. Following is the editor's reply:

"The high-priced car design, while essentially little different from the cheaper car, calls for materials much more costly, machine work more accurate, workmanship more expensive, because done largely by hand, more elaborate equipment, and more expensive body work and upholstery. The cost of these features is high because the demand for cars of the highest grade is restricted, and hence the manufacturers of this class of machine are forced to manufacture in small quantities, which is much more expensive than in the enormous quantities in which small cars are turned out. The buyer of a high-priced car is harder and more expensive to sell and the competition among high-priced dealers is keener in individual sales. This adds enormously to the overhead or selling cost. Again, when a man has invested a small fortune in a car, he expects service, reasonable or unreasonable, fair or unfair, on the grounds that for the amount of money he is spending he is entitled to more car satisfaction. These service systems are very expensive. Advertising, too, is employed to a larger extent by the high-priced makers in proportion to the number of cars sold.

"The makers of cheaper cars, on the other hand, figure closely, they manufacture in enormous quantities, and design their cars to do the work with the minimum number of parts and machined surfaces. They are enabled to get their workmanship exact at little cost by means of special jigs, tools, templets, and automatic machinery, the cost of which is prohibitive to any but those whose output is great. The cars are built with less expensive equipment, and such as is supplied, is purchased in such large quantities that the price is small. The body work is much cheaper. The cars are sold in quantities, and the lowness of their prices automatically makes the market to some extent. Buyers seek the salesman, instead of the salesman seeking the buyers. These manufacturers indulge in no extravagant guarantees, and at the price they pay, owners do not expect a great amount of free service. They prefer to pay for it in repair cost, when it is needed, instead of including it in the purchase price. Advertising is not slighted; but the cost of this per car is small."

SUGGESTIONS FROM THE OLYMPIA SHOW

Correspondents of motor periodicals who attended the recent Olympia Show in London insist on the unusual importance

(*Continued on page* 1138)

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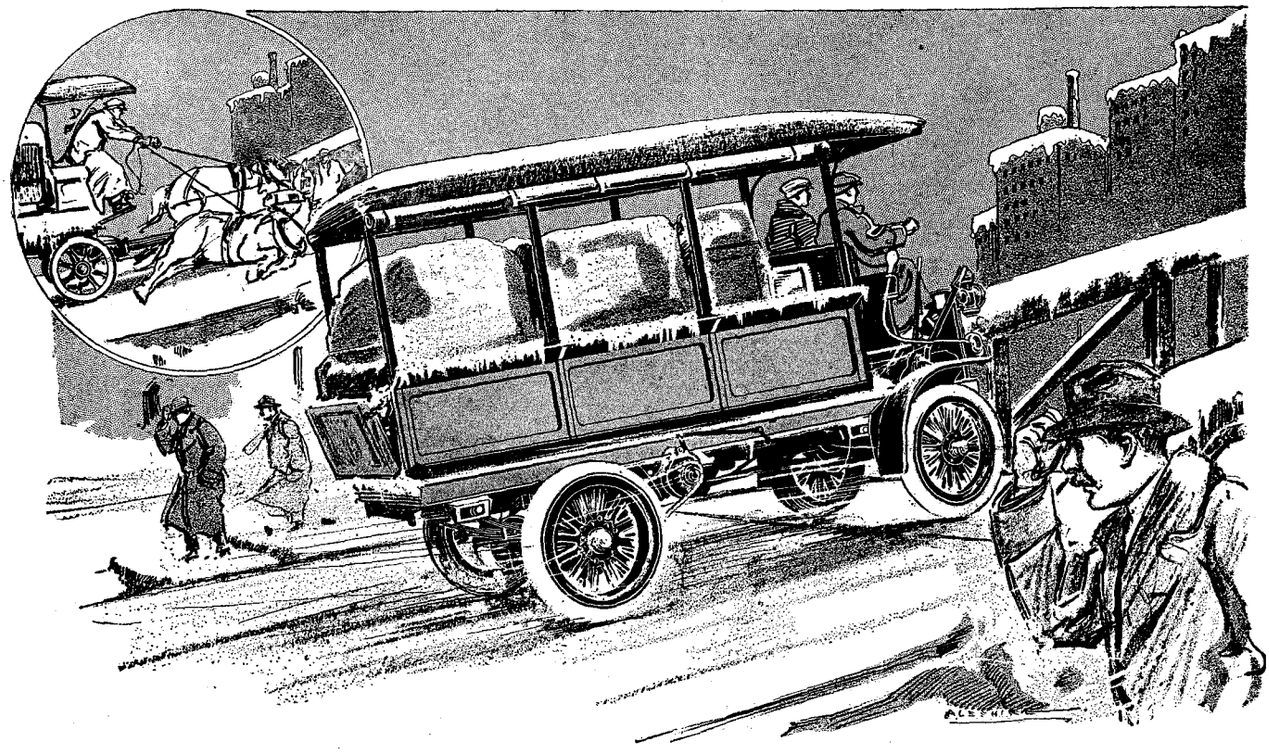

GRAMM TRUCKS
Anticipate and prepare

WHEN the temperature goes *down* your horse-hauling expense goes *up*. The first flurry of snow *forces your horses to work slower than ever.* The first ice-coated pavements are responsible for the thousands of accidents, falling horses, maimed horses, and horses that have to be shot.

The piling up of snow in the streets means *fewer* deliveries per mile, *smaller* delivery radius, and *more* out of patience customers. The huge snow drifts that form in the outlying and suburban districts, which your horses are absolutely unable to buck, mean a transportation expense, which, in the eyes of ordinary business judgment, *is a rank extravagance.* The cost of hauling merchandise (by horse) in the winter has, in some instances, been found to be greater than the profits on the goods delivered.

Winter, to the horse-hauling man, means perishing horses, damaged equipment, costly veterinary bills, and big losses due to dissatisfied customers. Those merchants and manufacturers who still stick to the horse, lose hundreds of thousands of dollars every single winter, *which can be saved.* As you cannot change or control the weather the solution lies in *changing your equipment.*

The Gramm truck is as efficient in zero weather as it is in June. And in June one Gramm truck can do the work of at least three first-class teams. In some cases one Gramm truck can accomplish as much as four and even five teams, but this varies, according to the nature of your business.

Gramm trucks will plow clean through big snow drifts, without a bit of effort; will not be affected by a gale or a blizzard; cannot slip, slide or fall; operate as easily over icy pavements as over asphalt; do thirty miles of work at 10° *below* zero as readily as at 70° *above;* in short, *will make as many delivery stops in the teeth of a terrific snow storm as on the Fourth of July.*

The rapid approach of winter is something every transportation man must face. Anticipate a little this winter. Think *now,* not after the season is too far advanced. Prepare for what you know is *bound* to happen. Be ready for the *most costly hauling period of the year.*

The Gramm truck has been in use for over ten years. It is built by practical truck builders in the largest individual truck plant in America. It is the most highly developed and practical truck built. We have studied transportation requirements and problems for years. What you are up against we can solve.

We will be glad to send our nearest representative or maybe you would prefer to call. Gramm transportation plans, equipment, facts and figures are worth your most careful consideration.

All advice and information gratis.

(Please address Dept. 1)

The Gramm Motor Truck Company, Lima, Ohio

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ELECTRONIC REPRODUCTION PROHIBITED

Here's a Real Prime-r—It Starts any Motor on first Quarter Turn

Champion Priming Plugs start any car or motor easily and instantly, in the coldest weather, because they insure a rich mixture right at the spark point, together with a good hot spark.

Needed all through the winter by *most* cars; a good thing all through the year for *all* cars.

When your cylinders are stone cold and gasoline vapor will not rise in them, ordinary spark plugs can't help you.

Cars without priming cocks—and many that have them—can only be started by a coarse mixture right at the spark plug's base.

Open needle valve slightly (you needn't remove glove) and inject gasoline. Passing through its own channel to plug base, it vaporizes directly at spark point.

Champion Priming Plugs supply—for the first time—a real prime-r—which *always* starts your car, *and does it on the first quarter turn.*

You run no risk because you doubtless know what **Champion** quality is.

Our regular plugs are standard equipment on 60 per cent. of America's cars today, including the Ford, Overland, Marmon, Michigan, and sixty-eight others.

Champion Priming Plugs have been given every test and we guarantee them both as to workmanship and ease of starting in severest weather. With them you can run your car every day in the year.

Champion Priming Plugs will not foul, "soot up" or leak compression. The porcelain will not crack nor points burn under hardest usage.

Get a set from your dealer today. Don't wait for cold weather to drive you to it.

If your dealer is not yet supplied, send us $5 in any convenient, safe form, and we will send you a set of four Champion Priming Plugs, prepaid, the day we get your order.

Please give name and year of your car, and name of your dealer.

Champion Spark Plug Company

105 Avondale Ave., Toledo, Ohio

4-Cycle Engines
2-Cycle Engines

Family Boats
Speedy Boats

If it has the name
FAY & BOWEN
it stands for
QUALITY and a
SQUARE DEAL

20 REAL MILES AN HOUR

That's the rate at which you can go *and keep it up* in a

FAY & BOWEN 32 FT. RUNABOUT

It's a beauty and there is no boat built better—in every detail. The equipment is complete.
It has a Fay & Bowen 4-cycle, 4-cylinder engine, with Automobile regulation.
If this boat is too fast or too large we have others.
Ask about the 18-mile Boat only 26 ft. long.
You cannot buy anything better; there's nothing better made.

SEND FOR BULLETINS
specifications and prices on these and our full line of boats and engines—stating your needs.

FAY & BOWEN ENGINE CO.
72 Lake Street GENEVA, N. Y., U. S. A.

FAY & BOWEN
BOATS AND MOTORS

MOTOR-TRUCKS AND CARS

(*Continued from page* 1136)

of this show, not only to England, but to the whole of Europe. It was the first of the season in a country which "offers by far the largest market for automobiles." While other shows are often put forth as "international," none of them has so truly an international character, says *The Horseless Age*, as the show in Olympia Hall. The list of this year's exhibitors, for one thing, makes this clear. Not quite half of them were British, the others being French, German, Italian, Austrian, Swiss, and American makers. Some of the comments on the show, made in a summary printed in *The Horseless Age*, are as follows:

"From a technical standpoint it is noted that dynamo lighting systems and self-starters are gaining in popularity abroad, the same as in this country, and quite a number of car designers now make provision for fitting a lighting dynamo, even if none is fitted as regular equipment. In regard to equipment it is found that the English trade still fights shy of the practice of supplying a complete outfit of necessary accessories and tools. The excuse offered is the same as that often made in this country in former years, viz., that there is a tendency to furnish cheap articles of equipment which will not give good service to the purchaser. That this need not necessarily be the case is proven by the fact that some American manufacturers rely largely on the known merits of items of their equipment for the sale of their cars. The fact is that the car manufacturer who furnishes complete equipment will be held responsible by the purchaser for the equipment as for the car, receiving either praise or blame as the equipment proves serviceable or not. The natural course for the car manufacturer to pursue is to select an equipment which compares in quality of workmanship and material with that of the car itself.

"At a British show one naturally looks for evidences of the rise or decline of such typically British features as wire wheels, worm drives, front wheel brakes, etc. There can be no doubt regarding the great popularity of the wire wheel in Great Britain, as wheels of this type were shown in great numbers on all types of cars, from the lightest to the heaviest. The worm drive, on the other hand, does not appear to be gaining any further ground in the pleasure car field, while the front wheel brake seems to be practically abandoned. The four-speed gear is becoming well-nigh universal, but this, as we have pointed out, is a direct consequence of local conditions. Taxation of cylinder bore led to the adoption of small bore engines, and small engines make a four-speed gear necessary. American designers who may be contemplating the adoption of this feature should bear in mind the difference in local conditions.

"An important feature of the present show is the cycle car. This is a machine built on bicycle lines, having a tubular frame mounted directly on the wheel axles, and generally not over three wheels. But it has a comfortable seat for one or two persons, and the engine is generally covered, so it should be both more quiet and more comfortable than the average motorcycle. There has been some talk of launching such cars on the market in this country, and they will probably appear next season."

His Need.—"Young Jones says that all that he needs is a start."

"No; what he needs is a self-starter."—*American Lumberman.*

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REVIEWS OF NEW BOOKS

(*Continued from page* 1133)

people, neither emphasizing nor glossing over their defects of character and manners. In neither book does cannibalism play a great rôle.

Mr. Weeks hints at the real existence of the Kongo atrocities of which much has been said in recent years. Mr. Hilton-Simpson (who was assisted by the officials of the Belgian corporation) says emphatically that he neither saw nor heard of any brutality by whites.

Winter, Nevin O. Chile and Her People. Illustrated. Boston: L. C. Page & Co. $3.

Not alone is Mr. Winter's book a book of travel in the ordinary sense; he has aimed also to give an account of the history of the country and its resources and recent development. All this involves a story of interest and novelty. Chile has seen turbulent times, but it is now a land of summer calm and the promises for the future are bright.

II

BIOGRAPHY

Custine, Delphine de Sabran, Marquise de. Memoirs of. From the French. New York: George H. Doran Co. $3.

The French Reign of Terror has formed the background for many books of fact and fiction and often, as in this one, fact is stranger than fiction. These memoirs cover half a century, 1700–1826, and chronicle a life full of vicissitudes, sensational experiences, and intimately connected with the leaders of that stirring period, "when new thrones were set up and old ones trampled down." Madame De Custine was of unquestioned beauty and fascination, and her life is revealed by her letters which are quoted here in full and we learn much about her family and friends and the part they played in her life. How character could develop, as it undoubtedly did in those days, capable of extreme self-sacrifice, endurance of poverty, hardships, and dangers, and at the same time be utterly lacking in moral rectitude is hard to understand, but such was Delphine. She adored her mother and brother, worshiped her son, had the courage to witness the execution of her husband and father-in-law, but fills her letters with accounts of her love-affairs and many adorers, among whom was the great Chateaubriand. The greatest value of the book is in its reflection of the times and the men and women historically famous.

Egan, Maurice Francis. Everybody's Saint Francis. With pictures by M. Boutet de Monvel. Cloth, pp. 195. New York: The Century Co. $2.50 net.

This is a book of rare quality—rare in the simplicity and beauty of the author's style, rare in the accuracy and vividness of the narrative, rare in the delicacy of the exquisite illustrations, and above all rare in that both author and artist have so truly caught and so successfully conveyed the spirit of the beloved saint whom they depict. More need not be said save to wish that to everybody's hands might come this life of "Everybody's Saint Francis" and that therein the strength of his gentleness might come to abound.

Evans, Herbert A. Castles of England and Wales. 8vo, pp. 365. With 34 illustrations and 33 plans. New York: George H. Doran Company. $4 net.

Mr. Evans, an Oxford man, writes a volume of much more consequence than

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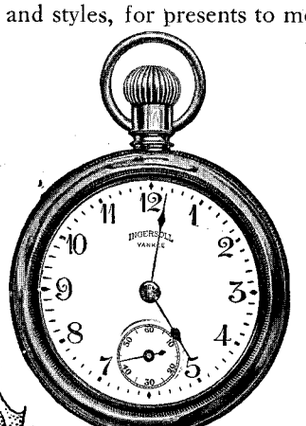

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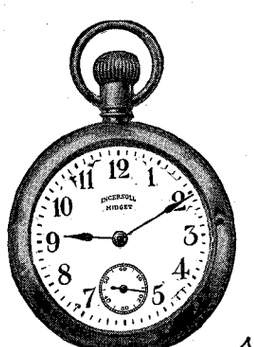

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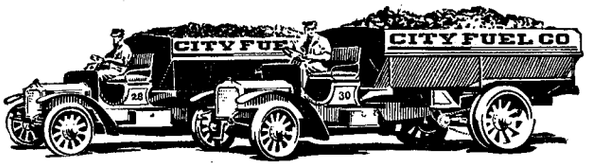

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the average book of travel and description He understands the importance of archeological knowledge, as well as what the reader may gain from a writer's clever descriptive writing. The fact that he has included with the half-tone illustrations thirty-three ground-plans fairly suggests the character of his work in this direction. These ground-plans materially assist the reader in understanding the environment of the castle and oftentimes its very reason for having been erected where it was. Mr Evans has not aimed to include every castle in England, inasmuch as "a selection had to be made." He believes, however, that those which he describes are fairly representative. One line he has drawn sharply is not to include castles of which the original foundations were laid at a period later than the year 1300. After that time the military importance of castles became merely secondary. A castle, of course, had its origin in the military necessities of the feudal ages.

Lang, Mrs. Andrew. Men, Women, and Minxes. Pp. 302. New York, Bombay, and London: Longmans, Green & Co. $2.50.

There is no better way to indicate in a concise way the character of the contents of this volume than to quote from Mr. Lang's prefatory note: "Anecdotes and entertainment, rather than severe speculations, historical and social, are the burden of the book." The subjects are most varied. Personal estimates and appreciations of such men as Paul de St. Victor, and Grimm, the great Paris gossip of the eighteenth century; Humorous consideration of Richardson's "Morals and Manners," and Rousseau's "Ideal Household"; the fallacies of great poets in their descriptions of landscapes; Essays on Art and the pitfalls of the Collector, also the women of Colonial America. The style employed is as varied as the subjects, alternating the serious and literary with the light and humorous. Contrasts are drawn between the theories and practises of great men, and while reading apparently trivial details about the surface existence of these famous men and women, we unconsciously absorb real facts concerning their lives that have produced the conditions known to the world. The chapters on "Minxes" and "The trials of a wife" are the most amusing of all and the reader will appreciate the word "minx" and its true meaning much better after a careful study of Mrs. Lang's scholarly comparison of such characters as "Isabella Thorpe," "Blanche Amory," "Becky Sharp," "Ariane," and "Bijou."

Ripley, Eliza. Social Life in Old New Orleans. Pp. 330. New York and London: D. Appleton & Company. $2.50.

New Orleans has always been a city of romance, and, as Mrs. Ripley was prom-

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inent in its social life long before the Civil War, she is well qualified to write of its fascinating customs even in a day which has witnessed many wonderful changes. She did not pass away until last July. With her alert mind she could see the difference in point of view of modern days and could compare intelligently the conditions of different periods. Her reminiscences begin in the early forties and are interesting and amusing. They are told simply and heartily, with no striving for dramatic effect. She describes the old picayune days, domestic science in 1840, the old French Opera-house, plantation life, steamboat and stage life, and touches tenderly on memories of old songs and the "devoted old Mammy." Her style is smooth and almost photographic. She appreciates the new while tenderly cherishing the old, with its French and Creole customs, its fascinations, and wide social activity.

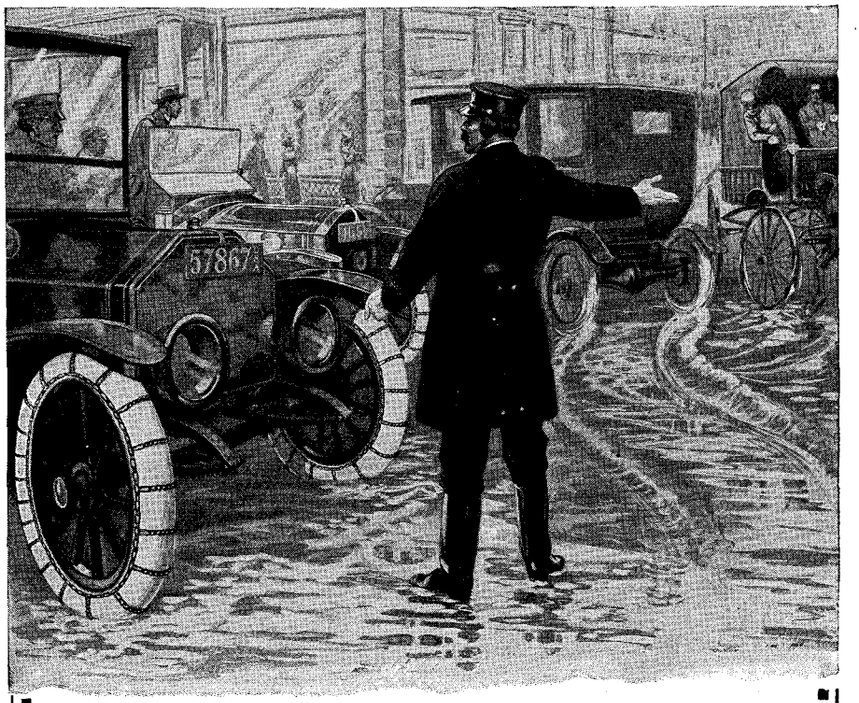
Rolland, Romain. The Life of Michael Angelo. Translated from the French by Frederic Lees. Illustrated. 8vo, pp. 208. New York: E. P. Dutton & Co. $2 net.

It was in January, 1533, that Tommaso dei Cavalieri wrote to Michael Angelo a letter in which he said, "A genius such as is, I will not say, without a parallel but without a rival upon earth." The author in his admirable introduction aptly remarks, "he who does not believe in genius, who knows not what it is, let him look at Michael Angelo." A glimpse at this remarkable character discloses something like this—that he had something of the feverish, proud and neurotic Florence life; that he was not emancipated by his father until he was thirty-three years of age; that he was superstitious and fanatical; that when working on the bronze statue of Julius II. he had only one bed for himself and his three assistants; fitted for sorrow and not for joy; irresolute, intractable and experiencing great misfortunes. To this man, who undertook colossal tasks—many of them remained unexecuted—"to this creator of admirable forms . . . a beautiful body was God himself appearing under a veil of flesh." Artists, we are told, looked upon him as a supernatural being; princes bowed before him, and Francis I. and Catharine de Medici rendered him homage. This melancholy-souled man, who said he owed his genius to the pure air of Arezzo, we are told was rich but lived like a poor man. In his art, as in his life—for he never ceased to help the unfortunate—he was always seeking after God.

The contents of this fine study of a great personality is divided into two parts: First, The Struggle; second, The Abdication. In the first part there are three chapters—Strength, Shattered Strength, and Despair. In the second part there are also three chapters—Love, Faith, and Solitude. This is followed by an Epilog, an appendix with poems in Latin by Michael Angelo, a bibliography, and an index. The footnotes are numerous and valuable.

Sale, Edith Tunis. Old Time Belles and Cavaliers. Illustrated. Pp. 279. Philadelphia and London: J. B. Lippincott & Co. $5.

This is the type of book that is most welcome as the holidays approach, a book full of valuable historical information, beautifully bound and combining a work of art with real worth. The title is sufficiently descriptive of its contents but it gives



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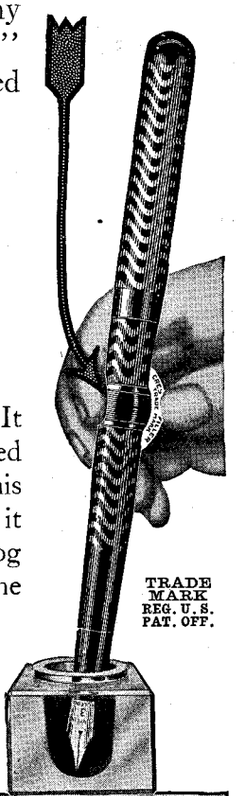

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no adequate idea of the charm of its narrative not the wonderfully interesting reproductions of the portraits of these belles and cavaliers by famous painters such as Stuart, Romney, Lawrence, Gainsborough, and Reynolds. Each sketch is charming and contains exciting stories of womanly heroism and manly bravery during the days of the Revolution and early days of the Republic. The author begins with Pocahontas, the heroine of our childish thoughts, and follows with sketches that read like romances. William Byrd is "one of the brightest stars in the social sky of Virginia"; Mary Ball is, "Mary the mother of Washington, the most fortunate of American matrons in having given to her country and to the world, a hero without ambition and a patriot without reproach." Of Martha Dandridge (Mrs. George Washington) we read: "Most old-time belles won their fame by beauty, Martha Dandridge won hers by her splendid mind and character." And so on down the line with Frances Deering, Benjamin Thompson, Peggy Chew, Peggy Shippen, Dolly Payne, Theodosia Burr, Brian Fairfax, and many others.

III

HISTORY

Crawford, Mary Caroline. Romantic Days in the Early Republic. Pp. 431. Boston: Little, Brown & Co. $2.50.

Guizot's advice, "If you are fond of romance, read history," is the theme for this new book by an author who has written successfully many books of like character. She has chosen to treat her subject by localities and portrays vividly the early social life of New York, Philadelphia, Washington, Baltimore, New Orleans, Charleston, Richmond, and some New England cities. Facts about the home lives of great historical personages are given in an intimate personal way, and she throws a light on people and facts in a way that betrays careful study and scholarly research. It is not a revelation of something new, but a presentation of well-known but possibly forgotten facts, and will be a pleasant stimulus to lagging memories. The author is especially sympathetic in her account of Theodosia Burr and her devotion to her noted and notorious father.

There is a very careful description of theaters and theatrical tendencies in the early days, and rather a suggestive commentary in her Baltimore chapter: "The age now is too fast for the old illusions and the theater deals in respectable swindlers, burglars, and improper young ladies as more consonant with the public favor than our old devils, ghosts, and assassins, which were always in their true colors and were sure to be punished when they persecuted innocence." Not one of the great men or women of our early Republic is neglected, and the quaint charm of the social customs of those days makes entertaining and instructive reading.

Everlein, Harold Donalson, and Lippincott, Horace Matthew. Colonial Houses of Philadelphia. 8vo, pp. 366. Philadelphia and London: J. B. Lippincott Co. $5.

When Paul Bourget visited this country and wrote some sketches and tales about Newport, its "cottages," its society, and its fashions of dress, he stated that the Parisian costumes of the ladies as regards

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fabric and style were just a week or two before those appearing in Paris. The bibelots he saw in the drawing-rooms were just the very newest, scarcely yet exposed by the jewelers of Paris and certainly not yet in vogue among the fine world. The houses of Newport he declared, were the chateaux of the Loire with just a little added to entrance their elaborate ornamentation. Indeed, the nobles of Francis I. had never conceived of such miracles of art in which skill of execution seemed to struggle for the preeminence with dignity and amplitude of design. Shall we say that it is a relief to turn to the colonial dwelling-houses of Philadelphia?

One of the most interesting features of Philadelphia architecture is its comparative plainness and conformity to a set standard of proportion and skyline. We speak of dwelling-houses of this early capital of the United States. We are transported into the life and atmosphere of England during the Queen Anne and the Georgian era. In this respect Philadelphia is older than New York. But houses are principally interesting on account of those who lived in them. In examining the illustrations of this beautiful book we find the buildings associated with the great names of those who made the early history of the Republic. While a Quaker simplicity marks many of the dwelling places and London influence marks them all, no one will fail to see the usefulness, comfort, and stability of this domestic architecture. And the authors of this book have clothed with life these buildings of the past. They have peopled them with the figures and habits of the ancient ladies and gentlemen who once dwelt in them. Besides being a volume of interesting pictures and interesting descriptions this work is a contribution to the history of our country showing one of the many sided forces which have shaped the character of the people and the dignity of those who laid the foundation, political, social, moral, and religious, of the American Republic.

Hall, Eliza Calvert. A Book of Hand-Woven Coverlets. Boston: Little, Brown & Co. $4.

The "Aunt Jane" stories, by the same author as this important work, have already betrayed her appreciation and sympathy for the pathos and romance of humble lives, and this work of original research shows the beauty, art, and historical associations that cluster around the old hand-woven bed-covers. The book does not read like a technical dissertation and yet it gives a detailed account of the origin and development of the art of weaving, a list of the romantic and humorous titles given to different patterns, the rules for producing the different dyes, and a list of the different specimens now in existence and their present owners. To the question, "What do you see in such coverlets?" her answer is, "What can I not see? I see poetry, religion, sociology, philology, politics, and history, and if any Juliet asks me 'What's in a name?' I answer, '*All that's in human life.*'" Again, she shows her idea of the dignity and worth of the weaver when she says, "To me the unstrung loom is as deeply poetic as the unstrung harp. Scott sang the passing of minstrelsy, and there should be another Scott or another Moore to sing the Passing of the Last Weaver and the Lay of the Ancient Loom." The plates are fascina-

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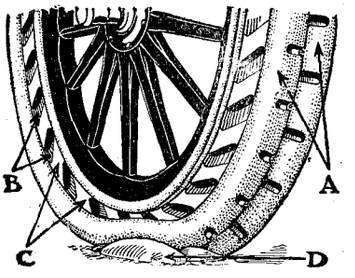
MOTZ Cushion Tires



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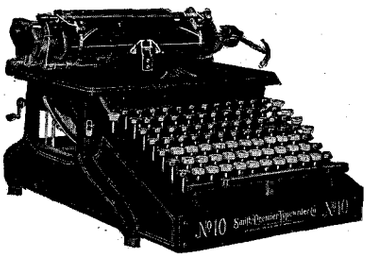

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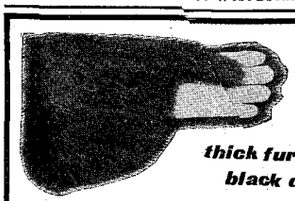

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ting, some of them in color, some in halftone, but all proving what a wonderful power lay in the "toil-worn hands of a patient woman who wove with her threads a thought of love for the home that would be beautified, and another thought for the husband and children who would sleep warmer through all life's winters under her blue-and-white coverlet."

Hunter, George Leland. Tapestries, their Origin, History, and Renaissance. Pp. 406. New York: John Lane Co. $5.

Tapestries to most of us are little known except in a general way, and this beautiful and comprehensive book of information is written by one who considers them "the most interesting and delightful form of art, combining, as they do, picture interest with story and texture interest." The author treats the subject in a scholarly analytical way, examining the different styles, ages, well-known looms, and most famous specimens, and he has filled the book so profusely with beautiful illustrations in half-tone and color that the reader can not fail to be stimulated and satisfied. In the Golden Age of Tapestry—the Gothic-Renaissance transition—the weaver was all-powerful and interpreted sketches and cartoons freely and secured effects impossible with paint. The most famous tapestries in the world are the Acts of the Apostles at the Vatican, but there are many others deservedly famous and all are described and illustrated, even the German, Baroque, Rococo, and the Classic. The most pertinent part of the book is the description and discussion of the specimens owned or exhibited by the Metropolitan Museum of New York, and the reader, whether student or not, will be helped to understand the meaning, the causes of superiority, and historical values of this wonderful form of art.

Jenkins, Stephen. The Story of the Bronx. From the Purchase made by the Dutch from the Indians in 1639 to the Present Day. With 110 illustrations and maps. 8vo, pp. 451. New York: G. P. Putnam's Sons. $3.50 net.

Mr. Jenkins's volume is a contribution to a well-known series of books dealing mainly with the great rivers of America, but in the case of this volume and of Mr. Jenkins's previous work on "The Greatest Street in the World—Broadway," departing from rivers and embracing certain neighborhoods. Readers of the volume on Broadway will remember with what accuracy and detail it was compiled. The same thoroughness is obvious in "The Story of the Bronx." The reader will well believe the statement that more than ten years have been devoted to its preparation.

There have already been histories of Westchester County and monographs on various parts of Greater New York beyond the Harlem River, but the local history of Bronx Borough in general has not heretofore been told with anything like detail, altho private collections and public libraries have long possest a large mass of material available to historians. Mr. Jenkins deals, not only with the Borough of the Bronx proper, but with individual parts of it which formerly were villages. Among these are Kingsbridge, Fordham, and Morrisania. He has interesting chapters on manners and customs in early days, on churches, cemeteries, bridges, roads, etc. The volume has a large and excellent map, and the many illustrations have been chosen with judgment. Mr. Jenkins dates his introduction from Mount Vernon,

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which lies just over the northern border of the Bronx. Residence just outside the territory embraced in the book perhaps gave to the author a better historical vision than if he had been an actual resident of the borough of long years.

Weitenkampf. American Graphic Art. New York: Henry Holt & Co. 1912. $2.75 net.

There can be no two opinions on the utility of Mr. Weitenkampf's book. It is the first to attempt anything like comprehensiveness in the field of American graphic arts, giving chapters on etching, engraving in line and stipple, mezzotint, aquatint, wood-engraving, and lithography among the processes. With these is a consideration of the illustrators, of caricature, of the comic paper and the book-plate, even a chapter on the applied graphic arts, from the business-card to the poster. Such is a generous provision and of course one must not ask for amplitude of consideration in a single volume of 350 pages.

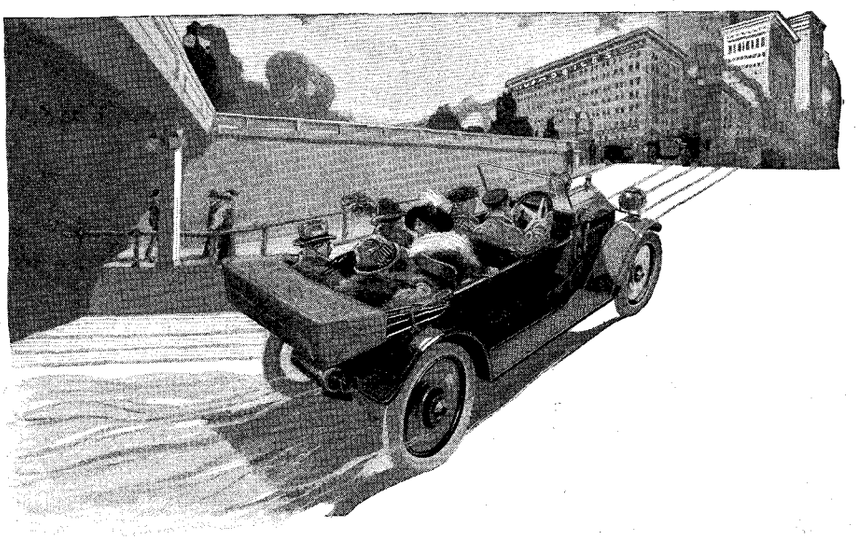
Mr. Weitenkampf, true to his profession, writes more as a curator than a critic. He has poured into his book the multitudinous notes he has accumulated of names, dates, references to publications and exhibitions of undoubted assistance to an investigation, but of a rather exasperating prolixity to a general reader. One fails to see the forest for the trees. There is hardly enough flesh to cover the bones; one welcomes the information he is able to pack into one volume, but also longs for more breadth of critical vision, more enthusiasm of appreciation. In such a work one ought, perhaps, not to ask too much. In a certain sense the ground is here covered for the first time—Mr. Weitenkampf mentions one earlier work, curiously enough in German, which treats the subject comprehensively—he does it for us now in English, tho his German predilections are perhaps too apparent. The graphic arts are so essentially a part of social conditions that they can hardly be estimated apart from a consideration of these conditions, yet Mr. Weitenkampf hardly attempts anything of the nature of constructive criticism. He is doubtless a good judge of a print, knows its qualities as an "impression" or a "state," but what we need now is a book that will really "place" the graphic arts, for in this field America has achieved no mean place.

IV

NEW EDITIONS

Chaucer, R. Geoffrey. The Modern Reader's Edition. Done into Prose by J. S. P. Tatlock and Percy MacKaye. Illustrations in color by Warwick Goble. Royal octavo, 607 pp. New York: The Macmillan Co. $5 net.

Those who know their Chaucer and have learned to love his quaint and tuneful verse are likely to experience disappointment on opening this book and reading: "When the sweet showers of April have pierced to the root the dryness of March, and bathed every vine in moisture. . . ." But for the reader who has never had the time, the patience, or the opportunity to learn the Chaucerian idiom, Messrs. Tatlock and MacKaye have made possible the enjoyment of one of the most delightful collections of stories in any language, the acquaintance with the most genial of English poets. While the editors have put all of Chaucer's verse—the Tales and most of the other poems—into prose, they have



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So has the six-passenger Hupmobile grown out of the "32".

The same beautiful lines that distinguish the "32" in any gathering of cars.

The same powerful, silent, long-stroke motor; the same sturdy axles, transmission and clutch—for these were always built fit for duty in a heavy seven-passenger car.

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With a body that accommodates six in ease and comfort.

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The six-passenger "32", $1175 F. O. B. Detroit, has equipment of two folding and revolving occasional seats in tonneau, tonneau foot rest; windshield, mohair top with envelope, Jiffy curtains, quick detachable rims, rear shock absorber, gas headlights, Prest-o-Lite tank, oil lamps, tools and horn. Three speeds forward and reverse, sliding gears. Four cylinder motor, 3¼-inch bore and 5½-inch stroke; 126-inch wheelbase; 33 x 4-inch tires. Standard color, black. Trimmings, black and nickel.

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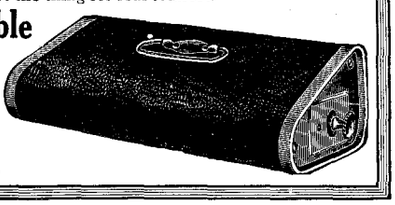

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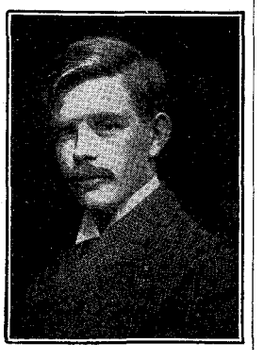

I can practically rebuild the man who, for the first two reasons, is letting his physical condition go to pot. And I can do the same for the man in the third case, provided he will stir himself enough to acknowledge his physical flabbiness to himself and to me.

The Thompson Course

will take one of you men whose bodies respond only sluggishly to the command of your mind, and will force mind and body to co-ordinate—to work in harmony. This will enable you to control not only your own body, but will give you a personality that, instead of bending for others, will sway them your way.

It is not the purpose of the Thompson Course to build big, useless surface muscles. The Thompson Course builds strong, hardy, clean internal organs—and these bring power, health, reserve energy and longevity for the man or woman who enjoys their possession.

If the day's work fags you,—

If an ill-chosen meal upsets your digestion,—

If a sleepless night spoils the next day—then you are *not normal*, but are below par, unnecessarily, yes and shamefully.

You were given a body that had an abundant *reserve fund of energy* to draw upon in just such hours of need.

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The clearness of your mind, the strength of your nerves, your hopefulness and joy in living, all depend on the vigor of your vital organs.

I offer you something that will benefit every inch of your body and mind through every minute of your life, and I offer it on free-trial-terms that make it impossible for you to lose a penny.

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retained as far as possible the characteristic Chaucerian flavor. Their names are perhaps sufficient guaranty that the work has been done with the exact knowledge of the scholar and the sympathy of a poet and lover of Chaucer. The 600 pages of this bulky, tho handsome volume are interspersed with some thirty interesting illustrations by Warwick Goble.

Farnol, Jeffrey. The Board Highway. Illustrated edition, with 24 plates in color from drawings by E. C. Brock. Small 8vo. Pp: 518. Boston Little, Brown & Co.

Mr. Farnol's book, one of the deserved successes of last year, makes a new appeal in the attractive form in which this edition has been brought out. The illustrations in color catch the spirit of the original and help to make the book a sumptuous one. Perhaps the most successful figure is that of "the Ancient"—that delightful octogenarian, who always begins his conversation with the words "old I be." Mr. Farnol's story is so original a piece of work, moreover it is so true to the conditions of English life, out of which he wrote it, that it ought not to perish. In its present form something substantial has been done to provide against that misfortune.

Gautier, Théophile. The Romances of. Translated and edited by F. C. de Sumichrast. Pocket Edition, 10 vols., 12mo. Boston: Little, Brown & Co. $15.

The romances of Gautier furnish an example of romanticism—shall we say, run mad? It is not character which he describes. All his main characters are characterless. But it is splendor, grace, beauty, and orgiastic sensuousness which he depicts. And he depicts them with pyrotechnic color and variety, for he is a master of style and his skill is exquisite in revealing himself, as Rousseau and Chateaubriand revealed themselves and as Balzac "unlocked his heart" in the tales they told. But Gautier was avowedly a pagan and represented virtue as "a grandmother, but a very pleasant grandmother," a "good and worthy lady" who "takes her pinch of snuff from her gold box with all possible grace." "She carries her years uncommonly well."

Yet Gautier's strength does not lie in his satire of virtue. Critics have traced the influence of Edgar Allan Poe in his work. He was the contemporary of Poe, whom, however, he outlived. Both were fond of the weird and the mysterious, but Poe's stories are pure reason, Gautier's pure sensuousness and supernaturalism. Poe was inimitable in descriptions of horror, but he could not have written Gautier's tribute to Virtue, and the wild, bacchanalian frenzy with which the French writer swings along in a shadowland of *dramatis personæ*, unreal, fantasmal, but intensely interesting, would have been impossible in the American genius who sits down and deliberately works out his "jacinth work of subtlest jewelry," like the patient Japanese ivory-carver toiling years without emotion over the choicest and most original of carvings on a single ivory ball.

The present English edition is one which does justice to the work of the great French romanticist. Its literary merits are beyond dispute. It is beautifully printed and bound in limp leather, just the *format* needed by the tired worker who wishes to steep his soul for a moment in the unreal fairyland of beauty, passion, and sometimes horror, which Gautier so readily conjures up by a wave of his magic wand.

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Gautier, Théophile. The Travels of. Translated and edited by F. D. de Sumichrast. Ten vols., 12mo. Boston: Little, Brown & Co. $10.50.

A beautiful edition (the publishers justly style it "a pocket edition) of what we may call Gautier's *Reisebilder*. Travel-pictures indeed they are much more really even than those of Heine, and the sparkling, dazzling word-descriptions are supplemented by a crowd of illustrations in photogravure. The volumes are, bound in limp leather and are light to handle, so that if any reader is wearied by the somber moods of our late writers he may turn to these volumes and wander with a man of genius through Italy, Spain, and Constantinople, or drop off the train at London and, taking ship, revel in the serene tranquillity of Holland. The author who is a professor at Harvard, has made a specialty of Gautier's works, and his translations are marked by fidelity, felicity, and grace.

Mosher Books, The. Whitman, Walt, Memories of Abraham Lincoln; **Walter Pater,** The Renaissance; **Edward McCurdy,** Roses of Pæstum; **T. B. Mosher,** Amphora; **Fiona MacLeod,** The Silence of Amor; **Lucy Lyttleton,** Lyrical Poems; **R. L. Stevenson,** The Flight of the Princess; **Lee,** In Praise of Old Gardens. Portland, Me.: Thomas B. Mosher. 1912.

Each of these Mosher reprints is a thing of simple beauty, the sort of "gift-book" to gladden the heart of any lover of reading. In binding, paper, type, and general make-up, they are up to the high Mosher standard. The most elaborate, as regards bookmaking, is the collection of Walt Whitman's four Lincoln poems in a beautiful volume with a portrait of Lincoln. This edition is printed on Italian hand-made paper and is limited to 300 copies.

The Mosher edition of Walter Pater's "Renaissance" is based upon the fourth English edition. Mr. Arthur Symons, who is quoted in the introduction, confesses that it sometimes seems to him that this is "the most beautiful book of prose in our literature." The disappearance of the "Monna Lisa" from the Louvre last year has caused many a rereading of Pater's wonderful description of this painting in his chapter on Leonardo da Vinci. And we can hardly think of La Gioconda without remembering that "here is the head upon which all 'the ends of the world are come,' and the eyelids are a little weary."

Another breath of the Renaissance comes in the reading of Mr. McCurdy's "Roses of Pæstum," a little volume of unambitious, but sincere and graceful essays treating of Italy and the medieval spirit. He says, "They were the roses of medieval beauty that I set out to gather, and therefore the leaves are named of the Pæstan roses because these also were of seed of Greece and bloomed in Italy."

"Amphora," which might, according to its editor, be regarded in a sentimental sense, "as a breviary for booklovers," is simply a collection of the bits of prose and verse which have for years been appearing upon the blank pages of his book catalogs. They are of all sorts, from all sources, but nearly every one has a message of some sort for the booklover or the worshiper of beauty. We are glad that Mr. Mosher has seen fit to put this material into an accessible volume.

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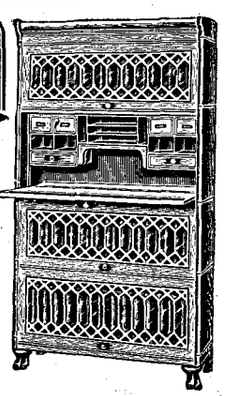

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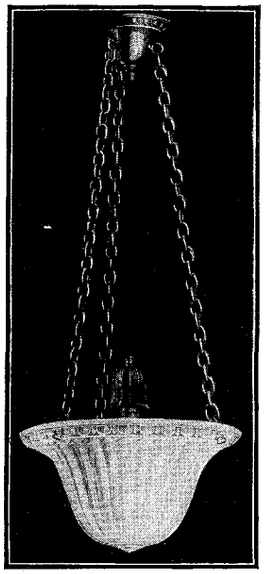

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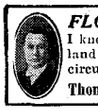

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selection of Fiona MacLeod's "prose-rhythms," and a book of selections from Stevenson which takes its name from the charming "Flight of the Princess" episode of "Prince Otto."

Poe, Edgar Allan. The Bells and Other Poems. With illustrations and decorations by Edmund Dulac. New York and London. Hodder & Stoughton. New York: George H. Doran & Co. $5 net.

Mr. Dulac has come to this work of illuminating the weird poems of Poe with rare sympathy. Beautiful paintings have a place here, it is true, and he has given them when they are appropriate, but he is at his best in handling the awful and the mysterious. When he comes to picture "the loud alarum bells, brazen bells," and "what a tale of terror, now, their turbulency tells," and to show "how they scream out their affright," then he enters fully into the Poe spirit, and the air is filled with shrieking faces pleading with the "deaf and frantic fire" from the belfry height. But "the mellow wedding bells, golden bells," find the belfry peopled with the seraphic faces of sweet angels singing in the silver moonlight. "The Raven" is illustrated with a painting of Poe himself, as he may often have looked "upon a midnight dreary," while he "pondered, weak and weary." If he could only have foreseen this luxurious edition with its splendid type, paper, and decorations when he sold this selfsame poem to *The American Whig Review* of 1845 for a very few dollars! Just how many dollars Poe received for it standard biographers of him do not say; but he was writing at a time when Hawthorne was selling for $2 and $3 each short stories that are now famous among his collected works.

"The Haunted Palace" is made more vivid by a group of ghoulish heads that stare fixedly and terribly down into a swirling pool of black water. The knight who spent his life in a vain search for Eldorado is seen in a fine symbolic picture, lured on forever by a veiled figure that points forward into nothingness. Mr. Dulac's genius has its best expression here, as indicated, in illustrating poems of a weird and tragical sort, but his painting of "Fairy-land" shows that he can also reveal the beauty of elfdom with charming touch. Poe's readers in America are numbered by the hundreds of thousands. About 124,000 have obtained sets of Poe's works through this weekly alone. The complete works may be admirably supplemented by this selection of his poems, splendidly and worthily illuminated.

Whipple, Edwin P. Charles Dickens: The Man and His Work. With an Introduction by Arlo Bates. 2 vols. 18mo. Boston: Houghton Mifflin Co.

Whipple's admirable essay on Dickens and his books well deserved a rescue from the forgetfulness into which it seemed well nigh to have fallen. Whipple in his time was probably the best of American literary critics. He had a long and eminent career. His work is well known to the older generation still living and to the curious among the younger. It ought long to remain better known. Mr. Bates has become sponsor for a delightful reprint of the Dickens book. He writes for it a biographical introduction of some thirty pages, which to those who do not know Whipple should be cordially recommended.

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V

UNCLASSIFIED

Handasyde. The Four Gardens. Illustrated by Charles Robinson. Small quarto. Pp. 160. Philadelphia: J. B. Lippincott Co.

"Handasyde" is a pseudonym; for Emily H. Buchanan. The gardens four are first the "haunted" one, next the old-fashioned one, and then follow the poor man's and the rich man's gardens. The illustrations are quite worthy of the text, and that is perhaps as much as Mr. Robinson would care to have the reviewer say about them. Those in colors are particularly gratifying.

Fyfe, Thomas Alexander [Editor]. **Who's Who in Dickens.** A Complete Dickens Repertory in Dickens' own words. 8vo. New York: George H. Doran & Co. $2.

One or two dictionaries of the characters in the writings of Charles Dickens have in past years been compiled, but none has followed the plan adopted by Mr. Fyfe which is, in so far as possible, to describe the character in words Dickens himself employed. Mr. Fyfe has seldom failed to find in the novels just the apt language for this purpose. The result is an extremely readable book. It is not only valuable for reference purposes, but one may take it up and read it with interest on any page, and thus recall his former impressions of famous people. We have made no attempt to count the number of characters of whom descriptions are given, but there are 355 pages in the book, and an average of at least five sketches on each page, from which it would appear that the characters number about 1,750. Such was the amazing fertility of Dickens!

Stevenson, Burton Egbert [Editor]. **The Home Book of Verse.** American and English (1582–1912). With an appendix containing a few well-known poems in other languages. Small octavo. Pp. 3741. New York: Henry Holt & Co. $7.50 net.

Mr. Stevenson, who will be recalled to readers as the author and compiler of many books, in a preface dated from Chillicothe, Ohio, states his purpose in preparing the present work to have been to "bring together the best short poems in the English language from the time of Spencer to the present day." He also thought best to include "a body of verse which, if not great poetry, has at least the distinction of wide popularity." This purpose of necessity imposed upon the editor and publishers the preparation of what seems to be the most extensive anthology of English verse thus far undertaken by any one. The volume comprizes 3,742 pages, and yet the paper chosen is so thin as to make a book not more than two inches thick. This paper is of excellent quality, permitting the reader always to follow the lines without serious inconvenience from the lines printed on the back. In general Mr. Stevenson has been able to secure from publishers permission to use material under copyright; but he seems to regret as the most serious misfortune resulting from refusals the elimination from his book of all examples of the work of Henry C. Bunner. The index which fills 140 pages is divided into three parts, the first being to authors; the second, to first lines; the third, to titles.

The preparation of this work will recall to many readers the two notable collections by the late Edmund C. Stedman, one dealing with American verse, the other with Victorian English. It recalls also "The Oxford Book of English Verse"—a

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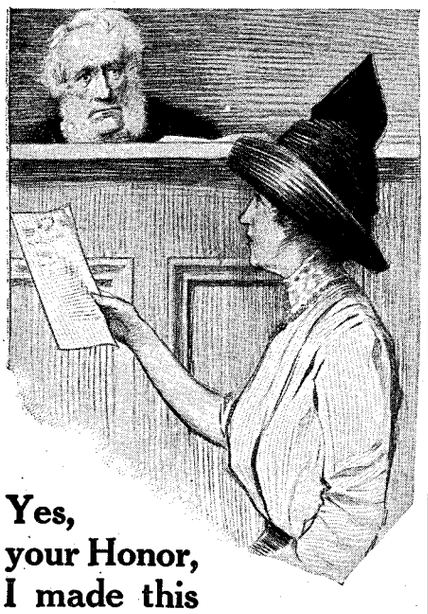

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fine collection made a few years ago by Quiller-Couch. Mr. Stevenson's collection, however, is of wider range than either of these, inasmuch as it embraces the whole period of English and American literature from 1580 to our own year, and besides American and English has an appendix in which are given several famous poems in foreign languages, including "Dies Iræ," "Ein Feste Burg," and "Carcassonne." The poems are not arranged chronologically as to authorship. They are, however, in a sense, chronological as to human life, the first being grouped under "The Baby," with later divisions into "Rhymes of Childhood," "Poems of Love," "The Comedy of Life," "Wanderlust," "The Conduct of Life," "Death and Immortality."

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In these volumes, which now number five, as part of a new series, the aim has been to present in attractive and permanent form the more notable public addresses made in contemporary times by men of national repute. It is believed that many Americans, from knowledge acquired of these addresses through the newspapers, will desire to possess them in a form at once permanent and attractive as to type, binding, and paper. Large type has been used and the binding is a flexible leather, the tops being gilded.

Beach, Belle. Riding and Driving for Women. Pp. 289. New York: Charles Scribner's Sons. $4.

Nothing could be more welcome for its avowed purpose than this book by Miss Beach, who is recognized as an authority in her subject and has had wide experience. She provides a comprehensive and tailed book of instruction for the woman who rides and the woman who wants to, even for the horsewoman who wishes to exhibit her mounts. The text and photographic illustration answer every possible question on methods and material, tell the proper thing to do, the time and way to do it, and the correct costume for rider, horse, and groom. It is an exhaustive hand-book of information calculated to help the reader to avoid dangers and gain confidence in saddle and driver's seat. Miss Beach does not advocate riding astride, but recognizes it as the choice of the hour and considers it accordingly.

VI

TWENTY-FIVE OTHER GOOD BOOKS

Below will be found another list of good books for holiday gifts. Several of these have already been reviewed here, notably Mr. Paine's "Mark Twain," by John Kendrick Bangs, and Mary Antin's "The Promised Land;" by Dr. William H. Maxwell. Others will be reviewed at length later—Gen. James H. Wilson's "Under the Old Flag," by George Haven Putnam; Meredith's "Letters," by John Kendrick Bangs. The aim has been to include in this list only such books as are at least entitled to the reader's consideration.

Fraser, Mrs. Hugh. Reminiscences of a Diplomatist's Wife. 8vo. Illustrated. New York: Dodd, Mead & Co. $3.

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Esher, Viscount [Editor]. **The Girlhood of Queen Victoria.** Extracts from the private diary of Her Majesty, from her 13th year (1832), until her marriage in 1840. Illustrated. 8vo, 2 vols. New York: Longmans, Green & Co. $9.

Adcock, A St. John. Famous Houses and Literary Shrines of London. Illustrated. 8vo. New York: E. P. Dutton & Co. $2.50.

Adams, Elmer C., and Foster, Warren Dunham, Heroines of Modern Progress. Illustrated. 12mo. New York: Sturgis & Walton Co. $1.50.

La Farge, John. Reminiscences of the South Seas. Illustrated. 8vo. Garden City, N. Y.: Doubleday, Page & Co. $7.50.

Conklin, Mary Greer. Conversation: What to Say and How to Say It. 12mo. New York: Funk & Wagnalls Co. 75 cents.

Harris, George. Motor Rambles in Italy. Illustrated. 8vo. New York: Moffat, Yard & Co. $2.50.

Paine, Albert Bigelow. Mark Twain—A Biography. 3 vols. 8vo. New York: Harper & Bros. $7.

Fenollosa, Ernest F. Epochs of Chinese and Japanese Art. Illustrated, quarto. New York: Frederick A. Stokes Co. $10.

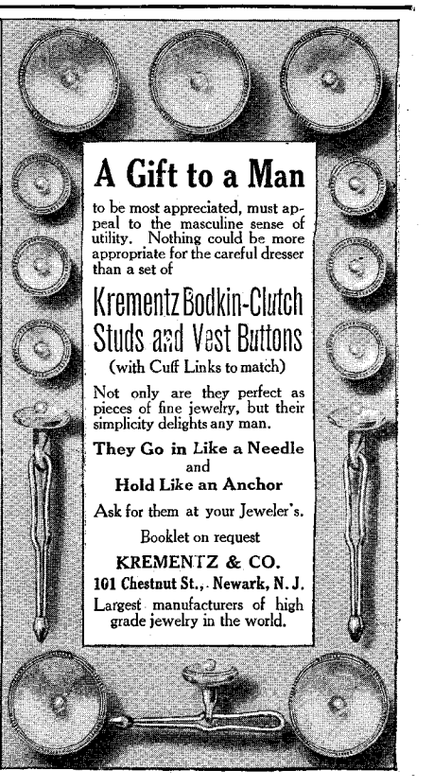
Osborne, Duffield. Engraved Gems. Plates, Line-drawings. 8vo. New York: Henry Holt & Co. $6.

Bonsal, Stephen. The American Mediterranean. Illustrated with maps. 8vo. New York: Moffat, Yard & Co. $3.

Cramer, Jesse Grant [Editor]. **Letters of Ulysses S. Grant.** 8vo. New York: G. P. Putnam's Sons.

Lumholtz, Carl. New Trails in Mexico. Illustrated. 12mo. New York: Charles Scribner's Sons. $5.

Hay, John. Pike County Ballads. Illustrated. Square 8vo. Boston: Houghton Mifflin Co. $1.50.



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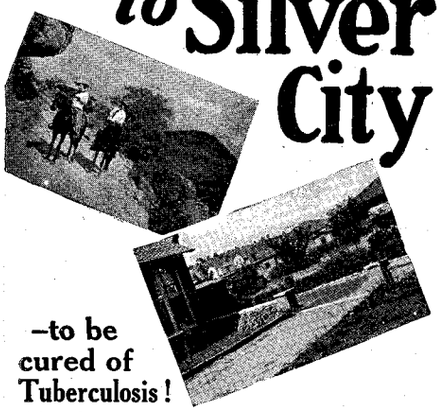

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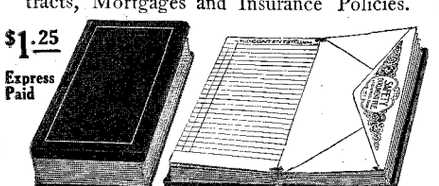

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Mosher, Eliza M. Health and Happiness—A Message to Girls. 12mo. New York: Funk & Wagnalls Co. $1.

Antin, Mary. The Promised Land. Illustrated. 12mo. Boston: Houghton Mifflin Co. $1.75.

Meredith, George, Letters of. Edited by his son. Portraits. 8vo. New York: Charles Scribner's Sons. $4.

Maeterlinck, Maurice. The Life of the Bee. Illustrated by Edward J. Detmold. Large 8vo. New York: Dodd, Mead & Co. $4 net.

Fisher, Harrison. The Harrison Fisher Book for 1912—Maidens Fair. 9½ x 13 in. New York: Dodd, Mead & Co. $3.50 net.

Wilson, Gen. James Harrison. Under the Old Flag. 2 vols. New York: D. Appleton & Co. $6. net per set.

Tyndale, Walter. An Artist in Egypt. Illustrated. Quarto, pp. 285. New York: George H. Doran Company. $5.

VII

SOME OF THE SEASON'S BEST NOVELS

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Hauptmann, Gerart. Atlantis. Translated by Adele and Thomas Seltzer. B. W. Heubsch. $1.65.

Johnston, Mary. Cease Firing. 12mo. Illustrated by N. C. Wyeth. Houghton Mifflin Company. $2.

Barclay, Florence L. The Upas Tree. 12mo. G. P. Putnam's Sons.

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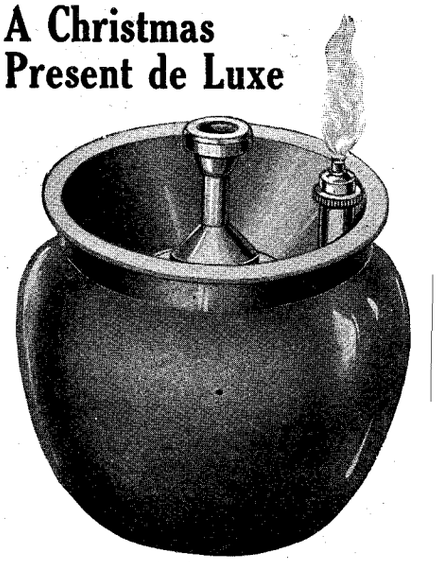

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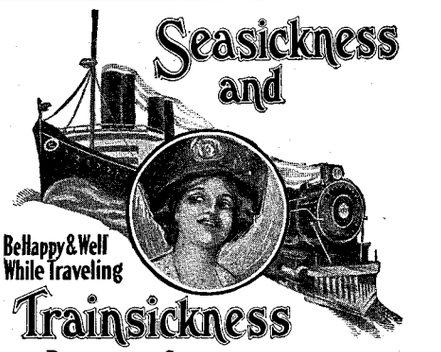

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PERSONAL GLIMPSES

BIRDMEN AT ADRIANOPLE

A HISTORY of the war in the Near East that did not contain a tribute to the valor of the aviators with Turkish and Bulgarian armies who braved the deadly artillery fire during the siege of Adrianople would be almost as bad as a description of Waterloo with Blücher left out. While it is too soon to estimate accurately the practical value of their work, we can appreciate their extraordinary courage from mere fragmentary accounts of their exploits. The portrait of one who met a tragic fate appears on page 1117. A brief but thrilling story of two flights is told in the London *Graphic* by Philip Gibbs, a special correspondent, with headquarters at Mustapha Pasha, who saw them from inside the Bulgarian lines. We read:

A great bird flew across the sky toward the city, and as it flew it sang a droning song like the buzzing of an enormous bee. It was a monoplane flown by a Bulgarian aviator who had volunteered to reconnoiter the Turkish defenses. It disappeared swiftly into the smoke-wrack, and for some time I listened intently to a furious fusillade which seemed to meet this winged spy. After half an hour the aeroplane came back, flying swiftly away from the shot and shell which pursued it from the low-lying hills. Its wings were pierced, so that one could see the sky through them, but it flew steadily from the chase of death, and I heard its rhythmic heart-beat overhead. Its escape was certain now. It had mocked at the pursuit of the shells. The loud beat of its engine above me was a song of triumph. I watched it disappear again—to safety. So it seemed, but death has many ways of capture, and when I came back to Mustapha Pasha that day I heard that the unfortunate aviator, after his escape from the guns, had fallen from a great height within sight of home, and that the hero's body lay, smashed to pieces, in the wreckage of his machine.

The second was an airship sent up by the Turks. The writer goes on:

I saw another drama in the air. While my eyes watched the smoke-clouds from the siege-guns something twinkled and glittered to the left of the four tall minarets of the great mosque of Adrianople. It was the smooth silk of an airship which caught the rays of the sun. This cigar-shaped craft rose slowly and steadily to a fair height, tho, I think, it was tethered at one end. It rose above peaceful ground into a great tranquillity—which lasted about ten minutes. Then suddenly there was a terrific clap of thunder, and a shell burst to the left of the airship. I gave a great cry. It seemed to me that the frail craft had burst and disappeared into nothingness. But a few seconds later, when the smoke was wafted away, I saw the airship still poised steadily above the earth, untouched by that death-machine. A second shell was flung skyward, far to the right. And for an hour as I watched shells rose continually round that airship, trying to tear it down

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from its high observation, but never striking it. I do not know the names of the men who piloted that ship; but whoever they were, they may boast of a courage which kept them at their post in the sky amid that storm of shells.

EMANCIPATING SLAVES OF FASHION

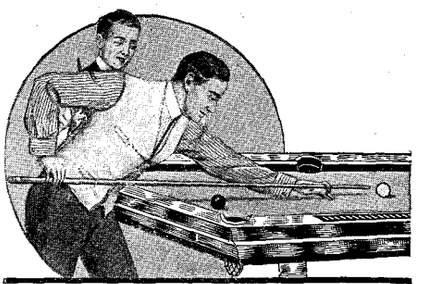
WHEN our woman suffragists come into power at Washington, and a Department of Fashions is created, there is no doubt about the man who should be called upon to take the portfolio—if the President dared appoint a man. In fact, if patriotism in matters of fashion cuts any figure, nobody else would have a chance to sidetrack him. He is out with a hatchet for French fashions as not suited to American conditions, and has tackled the big job of convincing the American woman that he is right. Mr. Edward Bok is by no means the first person to urge American women to quit patronizing Paris designers and originate their own styles, but the failure of others to make much headway does not necessarily mean that he will fail, at least in starting a movement that will eventually accomplish the desired result. He has been editor of *The Ladies' Home Journal* for the past twenty-three years and ought to know what he is about. He has already received editorial encouragement from several of the big daily newspapers. Mr. Bok states his case in the Detroit *Journal*, from which we quote in part:

For centuries Paris led the world in its artistic conceptions in the world of feminine clothes. But the men and women who were responsible for it were as truly masters of their art as were the painters of their day. They were artists in beauty of line and harmony of color. Their sense of both was singularly acute and wonderfully true. They were students of line and masters of design, and they loved and felt beautiful colors. They lived in their art and for it.

No commercial element entered into their mental outlook, for they were the costumers of royalty, and were paid by the state. All they had to think of was their art, and they did. And so they achieved. They produced when an inspiration came to them, and only then. There was no idea of changing styles at certain seasons. The history of fashion in Paris shows that one style of costume lasted sometimes five to seven years. But these masters of line and color passed away, and what have we now?

It is no criticism of the Parisian milliners and dressmakers of to-day to say of them that they are tradesmen, and that what was once an art is now a trade. This is simply stating a fact that is incontrovertible. And this present condition is a perfectly legitimate one, provided we think of it as such, and so accept it. It is when we introduce the element of art into the situation that we confuse the issue.

The modern milliner and dressmaker of the Paris of to-day is not an artist. The best proof of this is revealed in the fact that



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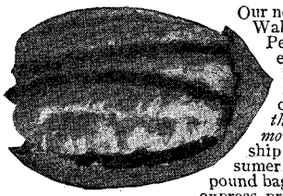

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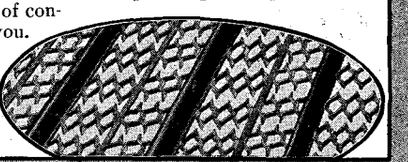

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he goes back to the French fashions of the past that were so artistically beautiful in line and gloriously true in color, and adapts them. But what is the result? They become grotesque and freakish. Why?

Because he can not, of course, reproduce them as they are, since they are not suited to modern conditions, and particularly to the American women. For it must not be forgotten that the French master of dress in the period of the Louises, for instance, designed only for Frenchwomen, or for the women of the other Latin races. He designed for them because he knew them.

The American woman he didn't know, and never designed for her, for the very good and simple reason that she did not exist. Neither does your modern Paris tradesman know the American woman except as he meets or sees her in Paris. He never has seen her at home because, for the most part, he has never been in America. Further, he has no sympathy with her. Either he is indifferent to her, or he is contemptuous of her.

But he attempts to dress her just the same in order to get her dollars. And so he "adapts" for her the fashions of the past, and they become inappropriate and ridiculous; first, because they were never intended for her and were designed before she was born, and, second, because they filter through his proletarian and disordered mind. He sees only the commercial side, and wherever materialism comes in the artistic always goes out.

He has no choice in the matter. He is not artistic. He must be commercial because he has created expensive salons in some of the finest old houses on the Rue de la Paix or on the Place Vendome at enor-

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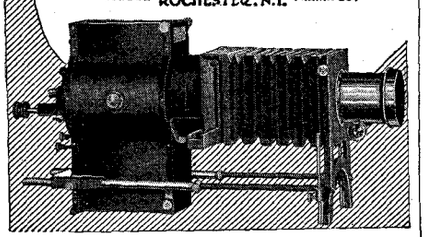

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mous rentals; he has large workrooms and expensive assistants and manikins, and he must keep them busy. And naturally to keep his people busy and his rents paid he must have a large and constant output, and this means to change the styles as often as he dare. And he certainly dares. . . . . .

It is absolutely preposterous for the Rue de la Paix or the Place Vendome to tell the women of Fifth Avenue or the Lake Shore or Euclid Avenue what they shall wear in the way of hats or dresses, and the absurdity of the situation, with the loss of Paris art and cleverness, is becoming more and more apparent until, as I repeat, the exhilarating moment of its wane and final collapse is mighty close at hand.

Of course, we have to demonstrate that we can make good designs in America. But I believe we can. As a matter of fact, we have and are. If the dishonest Paris label were removed from every dress and hat that was really designed and made in America, it would amaze us to find how much actual designing, with little or no influence from the French models, has been done here.

It is conceded on every hand that we are the cleverest adapters in the world. That is all the French are. With the exception of the uncurled feather, which was an accident, the French have never originated a single style. Mind you, now I use the word originate in the sense of original creation. They have always adapted, wonderfully clever in the past, ridiculously so in the present, but always have they adapted from something else. They have gone to their libraries and their art galleries and adapted from the costumes of the past.

CHRISTMAS AID FOR PRISONERS' FAMILIES

THE Volunteer Prison League, a branch of the Volunteers of America, makes a special business every Christmas of carrying good cheer to poor families of men confined in our jails and penitentiaries. This year the work will be more extensive than ever before, according to Mrs. Maud Ballington Booth, who, in a letter to the newspapers, asks for assistance in the form of donations. Mrs. Booth writes:

Many at this season are asking themselves the question: "What can I do to make Christmas brighter for some one else less fortunate than myself?" May I try and answer the question for them by again bringing to your readers a memory of the need of the wives and children of prisoners.

While the man is behind the bars—a ward of the State—those dependent upon him are left in destitution. Many have the most desperate struggle for existence, and in some instances they face cold, eviction, and even starvation. We have come into touch with them through our personal work among the prisoners within the walls, and now on our books we have the names, ages, and sizes of hundreds of little children for whom we are trying to brighten the Christmas season in the most practical way. This is not promiscuous charity. We investigate every case; we know personally their special needs and in packing the boxes which are sent to their homes we give them clothing bought to fit each child, shoes, stockings, groceries, and toys. We find this is much more lasting and practical

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in its benefits than having a Christmas treat or dinner, which would only brighten the one day.

We are in greater need of funds this year than ever before. As our work extends we are constantly finding new families. We shall be very grateful to those who can help us with donations of money, clothing, dolls, or toys. All gifts should be directed to Mrs. Ballington Booth, Volunteer Prison League, 34 West 28th Street, New York City.

Again may I say we wish it distinctly understood that the Volunteers of America is a duly incorporated society, that our books are properly audited, that our treasurer will send a receipt for every dollar received, and will hold vouchers for every dollar expended. This appeal is my only means of raising the funds necessary for this special branch of work as I send out no solicitors and do no public begging.

We are constantly meeting with pathetic cases that would greatly appeal to the world could they be known. One woman we shall help is struggling to support herself and four children. She cuts out embroidery for her living. She is paid a cent a strip, each strip is ten yards long. By working all day she can make thirty-five cents. She has never complained or begged for money, but came to us the other day with a plea that we try to hasten her husband's parole that he may come home and lift the burden that has almost crusht her.

I do pray that many hearts among the happy and fortunate may be touched by the thought of these shadowed homes, that they may help us to bring some Christmas cheer to those who otherwise would receive no visit from Santa Claus.

THE SPICE OF LIFE

Try This.—"Was your daughter's musical education a profitable venture?"

"You bet! I bought the houses on either side of us at half their value."—*Judge.*

Cruel Admission.—"Do you think only of me?" murmured the bride. "Tell me that you think only of me."

"It's this way," explained the groom gently. "Now and then I have to think of the furnace, my dear."—*Louisville Courier-Journal.*

Mercenary.—"In regard to the custody of the child," said the judge in handing down his decision in the divorce case, "I'll let the young lady decide for herself."

"Oh," replied the worldly-wise young thing "if mama is really going to get all that alimony I guess I'll go with her."—*Brooklyn Life.*

Quite Enough.—During a discussion of the fitness of things in general some one asked: "If a young man takes his best girl to the grand opera, spends $8 on a supper after the performance, and then takes her home in a taxicab, should he kiss her goodnight?"

An old bachelor who was present growled, "I don't think she ought to expect it. Seems to me he has done enough for her."—*Lippincott's.*

"THE RIVALS." From the Painting by C. E. Johnson.

For "His" Christmas Gift —The "Baby Grand" Billiard Table

What finer Christmas gift for man or boy than the famous Brunswick "Baby Grand" Home Billiard or Pocket-Billiard Table?

This timely hint to mothers, wives and sweethearts is offered in "his" behalf.

Just think of the enjoyment your men folks will have playing billiards on *a real billiard table* during the long winter evenings.

Yes, and *you* will catch the spirit and want to join in the fun.

One of these superb "Baby Grands" will afford a world of entertainment, recreation and *real benefit.*

Its attractions will keep the young folks at home nights—away from harmful outside influences.

As a tonic for tired nerves, a game of billiards is better than medicine.

BRUNSWICK Home Billiard Tables

These belong to the "royal family" of billiard tables. They are genuine "BRUNSWICKS." Made by the oldest and largest billiard table concern in the world. Each is an admirable example of the fine cabinet-work for which this concern is famous.

Equal in playing qualities to our large sizes and used *exclusively* by the world's billiard experts.

THE FAMOUS BRUNSWICK "BABY GRAND"
Genuine Mahogany, Inlaid Design, Richly Furnished

Style A, size 3x6—Style B, size 3½x7
Style C, size 4x8

Vermont Slate Bed. Celebrated Baby Monarch Cushions. Concealed drawer holds complete playing outfit. Scientifically constructed, with perfect playing qualities. The "Baby Grand" is furnished either as a Carom or Pocket-Billiard Table or as a combination Carom and Pocket-Billiard Table as desired.

BRUNSWICK "CONVERTIBLE" BILLIARD TABLES

Used also as Dining or Library Table

Any room a *billiard* room if you own one of these unique and beautiful Brunswick "Convertible Tables! The style shown above can be instantly changed from Billiard or Pocket-Billiard Tables into a handsome Dining and Library Table. Other styles include Billiard Table and Davenport. Equal in playing qualities to our "Baby Grand" styles.

COMPLETE PLAYING OUTFIT FREE

The price of each table includes complete Playing Equipment and all accessories—Cues, Balls, Bridge Rack, Markers, Rules; also valuable book, "How to Play."

OVER A YEAR TO PAY

The prices on all Brunswick Home Billiard Tables are so moderate and the terms so convenient that practically every home can now afford the luxury of a *real billiard table.*

The purchaser has the option of paying all *cash or small monthly* payments, spread over an entire year. Your investment in a "Brunswick" will pay big dividends in health and happiness for the family circle.

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For Father With Merry Xmas

This Is Serious.—WILLIE—"Paw, what is domestic science?"

PAW—"Paying 1912 prices for things out of a 1906 salary, my son."—*Cincinnati Enquirer.*

Inflated—Punctured.—"Our college won."

"They did? Rah! Rah! Rah! What did they win?"

"The debate."

"Oh, pshaw!"—*Washington Herald.*

A Treat Coming.—SON—"Say, mama, father broke this vase before he went out."

MOTHER—"My beautiful majolica vase! Wait till he comes back, that's all."

SON—"May I stay up till he does?"—*Fliegende Blaetter.*

Even Worse.—"You can't imagine," said the musical young woman, "how distressing it is when a singer realizes that she has lost her voice."

"Perhaps not," replied the plain man; "but I've got a fair idea how distressing it is when she doesn't realize it."—*Tit-Bits.*

Variable.—"What are the duties of a Cabinet officer?"

"They depend on circumstances," replied Senator Sorghum. "Sometimes his most important duties arise after his appointment, and sometimes away back during the collection of campaign funds."—*Washington Star.*

Mysterious.—"This inn must be very old," remarked the tourist.

"Very old," assented the landlord. "Would you like to hear some of the legends connected with the place?"

"I would, indeed," said the tourist. "Tell me the legend of this curious old mince-pie. I notice it every time I come."—*Washington Herald.*

Nothing for Nothing.—"Did you strike copper on that land?"

"Nope."

"Then I suppose you will return the money and take up the stock you sold?"

"Not exactly. We shall promote an orange grove on the land. Two shares of the new stock for one of the old."—*New York Mail.*

Misjudged.—"Now that you have made $50,000,000, I suppose you are going to keep right on for the purpose of trying to get a hundred millions?"

"No, sir. You do me an injustice. I'm going to put in the rest of my time trying to get my conscience into a satisfactory condition."—*Chicago Record-Herald.*

There First.—The lovely girl, having lingered a minute in her room to adjust her transformation, change the angle of her Grecian band, and make sure that her skirt fitted like the peeling of a plum, descended to the parlor to find the family pet ensconced upon the knee of the young man caller, her curly head nestled comfortably against his shoulder.

"Why, Mabel," the young lady exclaimed, "aren't you ashamed of yourself! Get right down."

"Sha'n't do it," retorted the child. "*I got here first.*"—*Everybody's Magazine.*

CURRENT EVENTS

Foreign

November 30.—Norman Shaw, the famous British architect, dies in London.

December 2.—The conviction of the Camorrists at Viterbo is confirmed by the Court of Cassation at Rome.

The Pope officially announces the appointment of the Rt. Rev. Dennis J. O'Connell, bishop of Richmond; the Rt. Rev. Patrick A. McGovern, bishop of Cheyenne; the Rt. Rev. Austin Dowling, bishop of Des Moines, and the Rev. Edward J. Hanna, auxiliary bishop of San Francisco, as American prelates.

December 3.—Bulgaria, Montenegro, and Servia sign a 14-day armistice with Turkey; Greece refuses to be a party to the agreement.

December 4.—Bismarck's rule against German diplomats marrying foreigners is revived by the Kaiser.

Domestic

WASHINGTON

November 29.—An official letter from Tokyo says the Mikado recently conferred upon Miss Mabel Boardman the Fifth Order of the Crown for distinguished services in the Red Cross.

December 2.—The Supreme Court holds that the Harriman merger of the Southern Pacific and Union Pacific railroads is illegal.

The short session of the Sixty-second Congress begins.

In its report to the Government the Republican National Campaign Committee says it spent $900,363 in the recent campaign.

The Supreme Court upholds a South Dakota statute making it unlawful for persons or corporations to sell a commodity cheaper in one locality than another, the difference in the cost of transportation and marketing considered.

December 3.—The impeachment trial of Commerce Court Judge R. W. Archbald is begun in the Senate.

W. P. Jackson, appointed Senator from Maryland to succeed the late Isidor Rayner, and Kirtland I. Perky, of Idaho, successor to the late Sentaor W. B. Heyburn, are sworn in.

President Taft's message is read in Congress.

December 4.—The House passes a bill providing for $12-a-month pensions for the widows of Spanish-American War veterans.

December 5.—The Adamson Bill for a special commission to make a physical valuation of railroads, and, with the Mann amendment, empowering the Interstate Commerce Commission to regulate issues of stocks and bonds, is passed by the House.

GENERAL

November 29.—A cable dispatch from Manila to the authorities at Washington says Tacloban, a Philippine town of 14,000 population, was partly destroyed by a typhoon on November 25.

Dr. Robert Collyer, the eminent Unitarian divine, dies in New York.

December 1.—An official count shows that at the recent election Idaho adopted the initiative and recall by majorities of approximately two to one.

A recall campaign against Mayor George Alexander of Los Angeles is abandoned.

Albert K. Smiley, founder of the Lake Mohonk Peace and Indian Conferences, dies at his home in Redlands, Cal.

December 2.—The Thompson-McFadden Pellagra Commission, with headquarters in New York, estimates, in a report based upon investigations, that there are now 50,000 cases of pellagra in the Southern States with no signs of a decrease.

December 3.—The commission form of government is defeated in Los Angeles.

The Democrats in the New Jersey Senate choose State Senator James F. Fielder as caucus nominee for Governor to succeed President elect Wilson.

The Conference of Governors at Richmond resolves itself into a permanent organization, to be known as the Governors' Conference.

December 4.—The Chicago *Daily World*, formerly the official organ of the Socialist party, suspends because of financial difficulties.

Governor-elect G. H. Hodges, of Kansas, announces that the women will be given a share of the appointive State offices.

The Democrats of California decide not to question the official count of the ballots as reported by the Secretary of State, and the controversy is ended. The Progressives have 11 electors and the Democrats 2.

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